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COMMERCIAL RELATIONS

OF THE

UNITED STATES

WITH

FOREIGN COUNTRIES

105635

DURING

THE YEAR 1900.

IN TWO VOLUMES.

VOLUME II.

ISSUED FROM THE BUREAU OF FOREIGN COMMERCE, DEPARTMENT OF STATE.

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EUROPE.

AUSTRIA-HUNGARY.

REPORT FROM CONSULATE-GENERAL AT VIENNA.

Trade in Austria in 1899 showed a decided improvement over the previous year. The rich harvests of 1898 offset in a measure the losses caused by the bad crops of 1897. The immediate effect of this improvement was shown by an increased activity in most branches of domestic trade. Imports decreased and exports increased, so that, in 1899, there was a balance to the credit of the monarchy of about $10,000,000, in place of a deficit of more than $16,000,000 during the preceding twelve months. The traffic in cereals showed an advance of over $16,500,000. So closely is a successful manufacturing year dependent on good agricultural conditions that most manufacturing interests during 1899, the year under consideration, received a material stimulus and gave evidence of an approach to prosperous times.

Chemicals, glassware, iron, machinery, clocks, hardware, and sugar were the chief articles which showed particular increase in export over the previous year. In the textile industry, the large stocks of goods which had accumulated during the bad season were disposed of, when the factories were able to work again under more or less normal conditions.

In spite of parliamentary differences, everything is being done by the Government to better the commercial condition of the country. New canals and railroads are being planned, and many measures considered to further the export trade. Owing to the scarcity of coal and the consequent increase in prices, a number of factories were obliged to shut down, and the ensuing strikes rendered the situation still more difficult. The increase in the demand for pig iron caused all available stocks to be-bought up, especially as prices in America, England, and Germany increased to an unthought-of figure. The effect of this increase in prices was felt in Austria, and the imports of pig iron were notably reduced. For instance, from America, in 1898, were imported into Austria-Hungary some 32,392 tons of pig iron, while in 1899 only 14,468 tons were imported.

GLASS AND PORCELAIN.

In glassware, a better business was done in 1899 than in the preceding year, when there was a veritable stagnation resulting in the accumulation of large stocks in many articles. The situation, however, was made difficult for glass manufactories on account of the scarcity of the raw material needed. For instance, potash increased so greatly in price that by the end of the year it was from 30 to 40 per cent higher than formerly. Glauber's salt, as well as soda, also became much dearer, and it may well be said that nearly everything needed in this important branch of manufacture in this country went up in price, including the cost of packing materials. One of the greatest impediments to the glass manufacturer has been the coal famine, and this has injured him most.

The porcelain industry was not satisfactory. Although more wares were disposed of here, the export showed a decided decrease, sales to Germany suffering in particular on account of the great competition in that country. The United States took more of the cheaper goods, but of the finer qualities not so much as usual. Manufacture was, on the whole, less than in the preceding year, and the porcelain works were far from being busy all the time. Although the selling price of porcelain had to be reduced, the cost of production increased appreciably, especially through the rise in the price of coal. The year brought small profit in this branch.

IRON AND STEEL.

On the whole, the condition of the iron market was favorable, and the foundries were well supplied with work, although the increased price of raw materials and fuel raised the manufacturing cost of the finer products. Competition barred the way to an adequate increase of selling prices. Inland business in ordinary wagon axles is designated as satisfactory, there being a slight increase in sales as compared with the previous year, which circumstance deserves special mention for the reason that of late years such increase has been of rare occurrence. There was an increased demand for domestic cutlery, owing to the industrial rise of Germany, which can not fill the influx of orders and is, for the present at least, no longer a strong competitor.

BRONZE GOODS.

Business in this article was small and specially favorable only to manufacturers of fine buckles. The manufacture and sales of metal jewelry have decreased, and the production of these ornaments is likely soon to come to a stop altogether. An exception is made by the manufacture of metal cuff and collar buttons, which is carried on by several firms on a large scale. These articles find a sale in all countries of the world. Modern machines and the production of tasteful novelties have given this Vienna specialty a reputation in the world's market. Exports to Spain suffered recently, owing to the sudden increase in duty. Business in decorative and art bronzes has not shown the desired improvement, the hoped-for increase of orders having failed to materialize, even as regards electroliers. Handsome articles of older manufacture in stock find no sale, and people doubt the duration of the modern so-called "secession" style, at present prevailing, and hence are loath to purchase. The small demand sensibly harms the art industry

BRITANNIA WARES.

Trade in this article has suffered greatly, owing to the enormous increase in the price of tin. Retail dealers covered only their direct needs, or refrained from buying altogether, apparently waiting for a decrease in prices. Ready-made Britannia goods were from 15 to 20 per cent higher than in 1898. Austrian manufacture is heavily injured by the competition of Germany, which sends Britannia wares in great quantities to Austria.

BICYCLES.

The bicycle market, which in 1898 seemed verging toward a crisis, suffered a panic in the past year. Most factories were not even able to dispose of the production of the preceding year, and only careful manufacturers did not have their warerooms crowded. The total stock on hand of complete bicycles was estimated at from 20,000 to 30,000. Statistics go to show, however, that exports have continued to be larger than imports, 3,374 wheels, at a value of $205,476.60, having been imported in 1899, while 9,026 wheels, at a value of $476,392.28, were exported.

AUTOMOBILES.

It may be said that the manufacture of automobiles in Austria-Hungary began in 1899, for what was done earlier in this line may be called purely experimental. The carriage factory of Jacob Lohner & Co. was the first to turn out automobiles, and only electric vehicles are now put out by this firm. The latest model, after an invention of the engineer, Porsche, carries the motor in the front wheels, a most important advance in the development of electromobiles. The Nesseldorfer Waggonbau-Gesellschaft constructs carriages with benzine motors, which prove very satisfactory. They are very large vehicles, of from 6 to 9 horsepower, and attain a speed of some 30 miles an hour. Finally, the factory of August Braun & Co., in Vienna, has turned out so-called voiturettes, small two-seated vehicles, with less motor power and of moderate price. Other automobiles purchased in Austria in 1899 came from Germany, and from France in particular. Small motor tricycles of comparatively low price were much in demand. The year 1900 is sure to show a material increase in production, a number of new factories having been established. The public, however, is far less ready to purchase than in France, which circumstance is due to the cheapness of horses and the bad pavements; in great measure, also, to the generally lower degree of prosperity. It may be mentioned here that an excellently conducted automobile journal is published in Vienna, called Allgemeine Automobil-Zeitung.

RAW HIDES AND SKINS.

In contrast with the preceding year, the prices of nearly all articles in this branch showed a tendency to increase, owing in some measure to decreased slaughter of animals in South Africa, which made demand livelier. Ox skins, both dry salted and green, were imported in smaller and exported in larger quantities. Green cow skins were in great demand by America and France, and kidskins found a ready sale at increased prices in Calcutta. Goatskins, for the manufacture of shoes, were in lively demand at far higher prices. Lambskins, very satisfactory in quality, owing to plenty of food and a mild winter, went at better prices than in the preceding year. Italian skins, on the contrary, rose 40 per cent in price. Hare and rabbit skins were subject to fluctuations, the former rising 20 per cent, the latter even 40 per cent, but dropping rapidly before close of the year. Horse skins remained stationary.

LEATHER GOODS.

The production of leather fancy goods can not be said to have retrograded, but competition with German manufacturers has grown much closer. Thus, covers and backs of photograph and postal-card albums are imported separately, a practice offering favorable conditions for export to Austria. Besides, the permanent high price of nearly all raw materials and findings considerably heightens the cost of manufacture, while it is not possible to achieve a correspondingly better price for the ready-made article.

Saddlery is disadvantageously influenced by bicycling, notably, however, by the steady spread of automobile locomotion. In this branch America bids fair to have an excellent market in Austria-Hungary, as American saddles and harnesses can be offered for prices at which the manufacture of these goods in this monarchy is absolutely impossible. High duties make the export from Austria of these articles difficult, especially to Russia and Roumania.

The trade in satchels, purses, and the like was much poorer, owing to increase of importation and decrease of consumption. A profitable business might have been done in ladies' belts, had not wild competition led to a quantity of production which depressed prices at the cost of quality.

SILK AND SILK GOODS.

The situation of the raw-silk market was extraordinarily favorable throughout the year. Prices rose from week to week at the very beginning. Even hesitating purchasers found it advisable to lay in a supply, in order not to aggravate the difficulty of selling by prospective still further increase in the price of raw material. At the end of April, prices temporarily attained their highest point, and owing to the approaching harvest more caution was observed in buying. In fact business was at a standstill in May, and spinners tried hard to exert a pressure on prices. But scarcely was the cocoon market closed and the price of the raw silk known than the increase set in anew and lasted till December, which recorded the highest figures of the year. As a whole, the year 1899 was one of the best in this branch. The higher price of the raw material, as a consequence of the immense increase in consumption and the development of industrial activity in general, markedly influenced silk goods, the production of which had not notably increased. All technical improvements and advantages in weaving and dyeing no longer sufficed to bridge over the difference between manufacture and consumption. As a consequence, silk factories were very busy, and a number of them were considerably enlarged. Export business was good, especially in silks for blouses, in which Austrian manufacturers displayed very good taste. Foreign competition is chiefly felt in cheap goods, such as smooth taffetas, printed foulards, and wash silks. Technically, the Austrian silk industry keeps well apace with foreign development; but the labor conditions are unfavorable, as in larger cities there is a deficiency in laborers, which leads to unsettling fluctuations in wages.

CARPETS AND RUGS.

In consequence of lively export trade in these articles, business improved somewhat during the year. The unprecedented rise in nearly all raw materials produced an increase in price of the ready-made goods, but not sufficient to make up for the difference, so that the small profit made on these articles was still further diminished. In view of the small demand for carpets in Austria, the number of manufacturers is far too large, and adequate gain for the considerable investments and trouble entailed in their production can scarcely be expected. The employment of mercerized cotton yarn in the manufacture of most of the various textiles is making rapid strides, carpets excepted, for which, as is known, cotton is not adapted.

WOOD PULP.

This industry was in a most favorable condition throughout 1899. Demand both at home and abroad remained permanently lively, and at the close of the year the price for wood pulp was from $2.44 to $2.84 per 220 pounds. Although the State railways have adopted measures to increase the difficulty of exporting wood for pulp, and have at the same time made concessions for cheaper rates to domestic wood-pulp and pasteboard mills located near their stations, these means do not suffice to prevent the startling increase in the exportation of round timber. At Austrian wood auctions, foreign buyers outbid home manufacturers by as much as 25 per cent, and wood exporters purchase whole forests and level them without a thought of reafforestation. It is estimated that in twenty years, Austria will be left without woods if this system is not stopped. In 1898 the wood exported amounted to 300,000 carloads; in 1899 it attained the figure of 400,000 carloads. The firms concerned advocate the establishment of an export duty on round timber and stricter observance of existing forestry laws.

INSURANCE.

The year 1899 is among the worst on record in this line, owing to the unfavorable condition of the fire insurance business. All the local companies, of whatever branch, suffered great losses from exchange fluctuations, and the succeeding year has probably brought new disasters, especially in Hungarian stocks and bonds. It seems incomprehensible that experts here should speak against the investment of premium reserves in mortgages. Mortgages bring higher interest than stocks, and loss seems impossible if the loans are taken at 50 per cent of the estimated value and only on objects in large cities, while exchange fluctuations may be sensibly felt even in the best of paper. Notwithstanding heavy financial losses to the companies, a great number of new policies were taken out during the year, and business would have attained even wider dimensions but for the increase in price of the necessaries of life. Many Austrian railway managements promote life insurance by conceding to all their employees the payment of premiums by way of deduction from salaries.

Annuity insurance is apparently on the increase, for the number of new insurers is greater than in former years. The diminished rate of mortality among this class of insured in Austria is worthy of remark.

The development of the Austro-Hungarian life insurance business during the decade from 1889 to 1898 is illustrated in the following table of premiums paid:

1889	$9,759,351.20	1894	$14,098,107.60
1890	10,085,312.80	1895	14,414,715.20
1891	11,016,328.80	1896	14,781,732.80
1892	11,870,989.60	1897	16,615,384.40
1893	13,134,158.40	1898	17,677,974.80

In the figure for 1898, the stock life insurance companies participate to the amount of $13,060,538.40; the mutual companies to the amount of $4,617,436.40. Foreign life insurance companies doing business here had a premium income in 1898 of $6,482,803.20, as compared with $6,241,279.60 in the preceding year.

EDUCATION.

Industrial education during the past decade attained a high stage of development in Austria. Commercial education, however, presents a very different aspect. Until late in the eighties, this was left entirely to private enterprise, which took into account only the most meager needs. The 102 commercial schools existing in 1898 had neither a common organization nor a uniform method, and were entirely independent of one another. It was considered necessary, therefore, to harmonize these various categories and organize a uniform plan of study. Two class schools were established and a three-grade system adopted, by which the proper training for the various methods of wholesale and retail trade was given. It was found, however, in the higher commercial schools that it was impossible to master the material on hand in three years, and the division of these schools and academies into a course of four years was accordingly taken into consideration. Financial difficulties were long in the way. But now the ministry of education has expressed the intention of promoting commercial education by material means.

The following table shows the number of pupils in attendance at the various industrial schools in Vienna during the year 1899:

Schools.	Teachers.	Pupils, school year 1899.	
		Beginning.	Close.
Weaving and passementerie	15	699	242
Watchmaking	4	195	160
Turning	8	178	147
Book printers and type founders	20	529	507
Jewelers, gold and silver smiths, engravers	10	240	200
Carpenters	7	184	149
Painters and wagon varnishers	6	149	125
Bakers	17	805	595
Saddler, bronze and chasing work	4	122	110
Confectioners	6	158	146
Plumbers and tinkers	5	260	221
Bookbinding, leather work, pasteboard articles	3	64	55
Upholsterers	6	170	144
Locksmiths	4	180	149
Decorative painters	5	156	126
Dressmakers	8	355	273
Corporation of hotel keepers	11	226	206
Hotel keepers	28	796	728
Organ, piano, and melodeon makers	4	57	45
Butchers	14	467	391
Basket weavers	2	29	23
Lithographers, etc	6	91	67
Glaziers, glass cutters, etc	4	44	32
Opticians	3	33	29

The sum expended in Austria for industrial education in the above year (1899) amounted to $1,310,754.40.

FINANCES.

An increase in the price of money marked the close of the century in this country. There was a complete revolution in the money market, so that the relation between supply and demand underwent a radical transformation. A rising rate of interest was the feature of the year 1899. The average rate of bank interest stood at 5.036 per cent, compared with 4.159 per cent in 1898, 4 per cent in 1897, 4.02 per cent in 1896, and 4.301 per cent in 1895. Two factors were chiefly the cause of this increase—the rise of manufactures in Germany and consequent extraordinary call for money, and the war in South Africa. The stock in gold specie and bars showed an increase in 1899 of $13,441,528 and in gold notes of exchange on foreign places of $1,340,662. Silver currency, however, decreased by $7,146,037.60.

TRADE.

Austro-Hungarian exports and imports for 1899, compared with those for 1898, are classified as follows:

Exports from Austria-Hungary for the past two years, by countries of destination.

Countries.	1898.	1899.
United States of America	$5,781,597.60	$6,432,805.20
America (not otherwise specified)	320,019.20	359,607.20
Africa (not otherwise specified)	67,492.80	101,568.40
Algeria	72,931.60	113,023.00
Argentina	198,756.00	226,730.80
Asia (not otherwise specified)	29,728.80	32,537.20
Belgium	2,312,175.20	2,620,834.00
Brazil	722,484.00	703,387.60
Bremen (free zone)	471,773.20	916,535.20
British Australia	116,081.60	124,215.60
British India	6,580,568.40	7,286,980.40
British West Indies	31,274.00	28,391.40
British possessions in the Mediterranean	323,973.60	276,384.80
Bulgaria	2,985,467.20	2,561,782.20
Canada	69,027.60	51,485.80
Capeland	67,471.80	37,599.60
Chile	69,812.40	94,191.00
China	133,756.40	197,354.00
Colombia	40,113.60	28,838.80
Cuba	6,622.80	53,782.40
Denmark	726,915.60	744,492.40
Dutch India	53,192.40	87,462.60
Egypt	4,404,993.60	4,133,774.60
Fiume (free zone)	20,136.00	14,415.20
France	10,867,968.40	11,965,884.60
French Indo-China	78.40	76,158.40
German Empire	155,311,674.80	179,390,230.80
German protectorate in Africa	17,322.80	26,523.60
Great Britain	29,754,008.00	33,026,171.00
Greece	2,228,524.00	2,598,749.80
Hamburg (free zone)	12,397,174.40	16,268,052.00
Italy	23,172,179.20	28,692,671.80
Japan	287,995.60	1,146,623.80
Kongo Free State	246.00	62,588.80
Mexico	110,960.80	108,136.40
Montenegro	806,544.00	88,073.80
Morocco	2,448.80	14,604.20
Netherlands	4,065,646.40	5,610,696.40
Norway	288,808.40	437,890.80
Oceania	91,216.40	97,631.40
Persia	100,136.40	81,318.40
Peru	23,945.20	18,053.80
Portugal	75,872.80	144,267.40
Roumania	13,182,946.40	13,202,782.00
Russia	12,872,498.80	16,180,310.40
Servia	4,408,667.60	5,241,460.80
Spain	644,894.00	808,068.60
Sweden	650,823.20	638,006.40
Switzerland	12,815,165.20	14,248,737.40
Trieste (free zone)	1,342,767.60	2,744,705.20
Tunis	105,234.00	118,892.80
Turkey	12,539,725.60	12,159,358.80
Total exports	323,779,938.60	372,334,799.00
Total exports (inclusive of precious metals and specie)	348,162,304.20	386,547,877.00

Imports into Austria-Hungary for the past two years, by countries of origin.

Countries.	1898.	1899.
United States of America	$26,855,501.60	$24,989,026.40
America (not otherwise specified)	1,896,837.20	1,637,418.20
Africa (not otherwise specified)	437,380.40	461,263.40
Algeria	226,398.40	257,505.60
Argentine Republic	894,996.80	1,175,968.00
Asia (not otherwise specified)	509,791.20	857,377.60
Belgium	6,161,933.60	7,807,304.20
Brazil	7,306,298.00	6,376,081.60
Bremen (free zone)	170,260.00	46,311.40
British Australia	1,076,547.60	1,283,217.20
British India	16,865,583.60	17,486,648.80
British West Indies	656,541.20	503,868.00
British possessions in the Mediterranean	34,942.40	41,078.00
Bulgaria	981,566.00	651,790.80
Canada	26,169.20	18,455.20
Capeland	88,580.00	223,794.00
Chile	1,612,873.60	1,829,356.20
China	1,047,358.00	1,095,230.40
Colombia	99,794.40	55,317.80
Cuba	513,829.20	855,413.60
Denmark	112,643.60	112,511.00
Dutch India	4,660,414.00	3,965,305.40
Egypt	2,971,724.40	3,488,575.00
Fiume (free zone)	15,753.60	33,048.80
France	9,776,102.00	11,074,622.00
French Indo-China	1,914.40	16,568.80
German Empire	112,705,751.20	119,605,306.80
German Protectorate in Africa	528,084.40	762,975.20
Great Britain	27,712,663.60	29,617,186.20
Greece	3,199,558.40	2,971,877.20
Hamburg (free zone)	92,221.20	58,026.60
Italy	23,696,301.00	23,879,485.20
Japan	758,340.80	1,275,536.80
Kongo Free State	101,303.20	128,980.00
Mexico	192,938.00	229,148.20
Montenegro	82,293.60	81,872.80
Morocco	8,562.80	6,424.40
Netherlands	3,497,604.80	3,543,166.60
Norway	707,449.60	770,721.00
Oceania	853,107.20	1,105,387.60
Persia	103,013.20	48,792.40
Peru	7,694.00	6,783.20
Portugal	271,676.40	167,332.40
Roumania	15,343,731.20	5,657,622.00
Russia	27,284,930.80	17,338,447.80
Servia	6,863,462.80	7,195,180.80
Spain	1,123,804.80	870,104.40
Sweden	693,662.00	855,837.40
Switzerland	10,033,136.40	11,054,270.80
Trieste (free zone)	71,555.20	43,495.80
Tunis	41,936.40	53,454.40
Turkey	6,682,942.00	7,486,717.80
Total imports	327,169,459.40	321,151,686.20
Total imports (inclusive of precious metals and specie)	336,556,966.60	329,774,502.40

Exports from Austria-Hungary for the past two years, by classes.

Articles.	1898.	1899.
Animals (not neat cattle)	$4,558,221.60	$5,805,052.00
Animal products	28,904,803.20	31,186,302.00
Art objects	4,250,754.00	4,510,907.00
Base metals and goods thereof	5,706,171.20	6,855,328.80
Brush and sieve makers' goods	537,712.00	626,766.00
Candles and soap	174,339.60	199,112.40
Cattle (neat)	17,799,790.40	22,643,498.80
Chemicals, acids, etc	1,863,055.60	2,578,098.60
Chemical products	3,732,209.20	3,189,372.20
Clothing	8,124,542.80	8,767,082.80
Coffee, tea, etc	11,497.60	5,372.60
Common salt	1,489.20	705.00
Cotton yarns and goods thereof	4,156,168.00	5,136,655.40
Drinks	8,211,036.00	8,747,368.40
Drugs and perfumes	113,294.80	127,727.60
Dyeing and tanning materials	3,466,240.00	3,562,820.40
Edibles	1,243,702.00	1,224,848.20
Fats	2,086,128.00	2,865,539.80

Exports from Austria-Hungary for the past two years, by classes—Continued.

Articles.	1898.	1899.
Flax, hemp, jute	$7,051,902.00	$8,255,317.20
Fruit, plants, etc	13,646,247.20	16,790,130.80
Furriers' goods	246,096.00	282,688.00
Glass and glassware	8,708,135.20	9,996,217.40
Grain and leguminous vegetables	26,029,067.20	29,713,455.80
Gum and resin	1,288,042.00	1,621,877.40
Instruments, clocks, and fancy goods	10,508,413.20	11,908,777.00
Iron and hardware	6,820,105.20	8,203,471.00
Leather and leather goods	11,590,282.80	11,092,820.60
Machines of wood, iron, and base metals	2,392,988.40	2,874,358.40
Matches	980,319.20	987,486.00
Minerals	5,978,215.60	7,073,507.00
Mineral oil and brown coal	663,656.40	952,470.40
Oilcloth and oil silk	146,009.60	161,148.00
Oils	116,590.40	105,121.60
Paper and paper goods	7,315,207.20	7,921,047.60
Porcelain	1,685,810.40	1,846,250.40
Pottery	3,404,358.00	3,524,207.40
Precious metals and specie	24,382,365.60	14,213,078.00
Refuse	3,681,196.40	4,339,427.40
Rubber, gutta-percha, and goods thereof	1,131,814.00	1,273,006.00
Silk and silk goods	6,671,250.00	7,670,344.00
Spices	22,186.40	28,400.00
Straw and chip goods	337,921.60	314,170.40
Sugar	26,824,223.60	3,462,679.20
Tobacco	919,793.20	978,108.80
Tropical fruits	835,546.40	801,479.00
Turners' and carvers' goods	503,287.20	670,090.00
Vehicles	977,782.00	1,090,119.20
Wood, coal, and peat	55,590,219.60	64,017,731.60
Wood and horn goods	4,488,551.20	9,164,224.80
Wool and woolen goods	13,553,626.00	16,005,596.40
Total exports	318,828,948.80	341,158,236.80
Total exports (inclusive of precious metals and specie)	343,211,314.40	355,366,814.80

Imports into Austria-Hungary for the past two years, by classes.

Articles.	1898.	1899.
Animals (not neat cattle)	$2,960,076.00	$2,851,867.60
Animal products	17,084,252.00	17,062,911.00
Art objects	9,065,528.00	9,158,845.00
Base metals and goods thereof	11,211,658.80	13,410,229.00
Brush and sieve makers' goods	102,422.40	108,030.00
Candles and soap	123,290.00	129,697.80
Cattle (neat)	6,947,596.80	5,836,699.00
Chemicals, acids, etc	4,218,034.00	4,546,495.40
Chemical compounds	4,257,272.80	4,114,661.80
Clothing	2,964,800.00	3,132,246.40
Coffee, tea, etc	10,187,585.60	9,557,611.80
Common salt	167,520.40	151,583.20
Cotton yarns and goods thereof	28,084,284.00	29,886,675.20
Drinks	8,721,944.00	7,734,457.20
Drugs and perfumes	404,217.20	419,641.20
Dyeing and tanning materials	4,297,601.20	4,300,904.00
Edibles	4,205,344.00	4,414,988.60
Fats	6,533,831.60	5,126,886.00
Flax, hemp, jute	9,446,170.80	8,927,508.20
Fruit, plants, etc	10,853,102.40	12,056,643.80
Furriers' goods	1,266,064.00	1,423,572.00
Glass and glassware	951,488.80	927,990.00
Grain and leguminous vegetables	33,091,502.40	10,956,913.40
Gum and resin	2,365,516.80	2,476,561.80
Instruments, clocks, and fancy goods	8,230,042.40	9,128,819.40
Iron and hardware	8,080,188.40	7,614,043.40
Leather and leather goods	9,345,550.00	9,089,524.00
Machines of wood, iron, and base metals	8,709,359.60	9,202,850.80
Matches	53,393.20	53,366.80
Minerals	4,499,356.00	4,981,686.40
Mineral oil and brown coal	1,410,173.20	1,839,755.80
Oilcloth and oil silk	108,614.80	184,622.60
Oils	3,590,874.80	8,821,977.00
Paper and paper goods	4,143,663.60	4,721,661.80
Porcelain	5,187,446.00	5,817,585.00
Pottery	1,230,238.80	1,110,004.40
Precious metals and specie	9,387,507.20	8,622,816.20

Imports into Austria-Hungary for the past two years, by classes—Continued.

Articles.	1898.	1899.
Refuse	$3,224,173.60	$3,755,144.20
Rubber, gutta-percha, and goods thereof	3,810,160.00	4,012,086.00
Silk and silk goods	14,823,080.00	17,034,184.00
Spices	1,346,608.80	1,381,865.20
Straw and chip goods	2,289,493.20	1,877,848.60
Sugar	41,364.40	22,703.00
Tobacco	10,870,671.20	10,767,807.20
Tropical fruits	4,745,790.40	4,880,722.00
Turners' and carvers' goods	2,956,638.80	3,269,845.20
Vehicles	386,130.80	336,125.20
Wood, coal, and peat	18,133,354.80	18,350,859.20
Wood and horn goods	2,093,968.00	2,212,856.80
Wool and woolen goods	28,897,038.00	37,642,404.60
Total imports	328,718,486.80	321,774,071.60
Total imports (inclusive of precious metals and specie)	338,105,994.00	330,396,887.80

CARL BAILEY HURST,
Consul-General.

VIENNA, *November 15, 1900.*

TRADE IN 1900.

At the close of January, the statement of the export trade of Austria-Hungary during the preceding month of December was published, and the figures for the whole of 1900 are now complete. As compared with the previous year of 1899, the amounts are as follows:

	1900.	Increase over 1899.
Exports	$382,380,000	$10,060,000
Imports	336,700,000	14,920,000
Increase or decrease	45,680,000	4,860,000

Accordingly, this year's export surplus is less by $4,860,000 than that of the preceding year. This retrogression is due almost exclusively to the decrease in the export of cereals, which amounts to a value of $4,740,000. On the other hand, it is interesting to note that the export value of coal and coke, in spite of the miners' strike, increased during the year by $5,000,000, in consequence of higher prices, while in quantity it fell 610,000 tons short of the preceding year. Among other exports, sugar is noted at $1,060,000 and wood at $3,940,000 over the previous year. The considerable growth in the import figure is due chiefly to the greater value of cotton brought to this country and shows an increase of $7,420,000 in consequence, solely, of the material rise in prices, as the quantity of imported cotton has not increased—indeed, has fallen short of the preceding year by 6,000 tons. The quantity of wool imported has decreased by 3,200 tons and its value by $4,500,000.

CARL BAILEY HURST,
Consul-General.

VIENNA, *February 12, 1901.*

REICHENBERG.

Business in this consular district during the present year has been better in some lines than in 1899; in others not so good. On the whole, however, both domestic and foreign trade show a shrinkage in comparison with last year.

WOOLENS AND COTTONS.

Manufacturers of woolen and cotton goods report a very dull trade this year, for which different causes are assigned by different firms. Last year buyers bought heavily, beyond their needs, on a rising market, for fear that prices would go still higher. Overproduction resulted, from which manufacturers are now suffering. This condition, it is expected, will endure until the accumulations from last year are exhausted or until the result of this year's bountiful harvest is manifested through increased purchasing power of the local population.

The declining prices of raw materials, especially wool, are also named as a prime cause of the depression in textile fabrics. Customers refrain from buying on account of the uncertainty and insecurity, and a halt in the decline of wool prices is a condition precedent to better circumstances in the woolen goods market.

There is just now stability in the price of cotton, which has been unusually fluctuating this year.

The confused political situation in Austria-Hungary is given as a further cause of the domestic business depression. Until this situation is improved and clarified, some manufacturers assert, domestic business can not be satisfactory.

All makers of cotton and woolen goods complain that no profit is being realized this year. The increased price of coal is a serious drain upon the manufacturers, who find it impossible to recoup their losses from this cause by suddenly putting up the prices of their goods. Besides, competition, coupled with dull trade, requires the utmost possible concessions in prices in order to secure new or retain old customers.

LINEN GOODS.

Business in these fabrics began very lively this year and continued brisk till May. Then a decline began, which gradually increased till by July the business at the factories was at a comparative standstill. Trade with the United States, however, continued unaffected. The records of this consulate show a greater value of declared linen exports in each of the quarters April–June and July–September this year than last.

The causes assigned for the unsatisfactory state of the linen market are the increased price of linen yarn, requiring manufacturers to sell at a loss or to reduce production with a view to stimulating prices of the finished product, and the general disturbance of business resulting from the South African and Chinese wars. With the conclusion of these abnormal conditions and good harvests in this Empire, an improvement in the linen-goods trade this fall and winter is looked for.

The high price of coal has had no direct effect on linen production, although it has tended to advance prices of such goods.

GLASSWARE.

On the whole, trade in the cheaper grades of glass goods—buttons, millinery ornaments, imitation precious stones, etc.—is better this year than last. The chief reason given is that fashion happens to dictate the use of certain articles this year which in 1899 were but little in vogue.

As a drawback to trade with America, it is complained that the United States is now making much of its own glass goods and that the high tariff makes easy the competition of the American with the imported article. It is even seriously apprehended that the United States will eventually be flooding the European markets with glass goods, successfully competing in price with the European product.

In the Orient, the glass trade has suffered practical extinction. China was a great importer of Gablonz glass goods, but the disturbance there stopped all orders. The Paris Exposition, it is alleged, has caused a serious shrinkage in the trade with France. Increased tariff duties shut out certain glass articles which have had large sales in Spain and Russia. High prices of coal have had little effect on the glass industry, as water is mainly used for power, but some large concerns which must use steam find their profits reduced.

In the expensive grades of glassware, the situation is very unsatisfactory. The United States is the best market for these goods. Practically none is sold in Austria and Germany. In 1899, trade with the United States was highly gratifying to exporters of this ware. In consequence, some of them prepared for a large trade this year. To their great disappointment, the American demand has been mainly for cheaper grades, and consequently certain dealers are burdened with large stocks of expensive goods and will be in financial straits if the tide does not soon turn.

EXPORTS.

The value of the declared exports from this consular district, exclusive of the Haida agency, during the last two fiscal years is shown in the following table:

Articles.	1899.	1900.
Artificial flowers	$969.39	$3,568.26
Beads, glass	29,995.84	19,037.50
Buttons:		
Agate	12,459.69	14,752.08
Glass	41,916.04	32,276.64
Carpets	1,513.14	7,629.35
Cotton goods	1,884,93	4,993.96
Garnets and precious stones	3,753.48	9,897.20
Glassware	86,388.25	82,704.02
Hair, human		2,057.79
Hand organs		110.43
Imitation precious stones (glass)	150,796.22	274,210.25
Jewelry and millinery ornaments	246,939.75	315,889.97
Leather		$772.65
Linen goods	$544,528.35	654,958.95
Metal ware	2,662.70	3,102.97
Musical instruments		150.60
Paper goods	482.14	607.69
Paste goods	330.50	666.20
Pictures	655.81	330.02
Porcelain goods	8,700.61	3,587.47
Potash, carbonate of		921.21
Silk hat bands		591.20
Spun glass cloth		160.32
Toys and fancy goods	2,467.06	
Woolen goods	14,338.32	21,910.76
Miscellaneous	676.07	128.55
Total	1,150,858.23	1,455,010.04

From the Haida consular agency, the value of declared exports was as follows:

Articles.	1899.	1900.	Articles.	1899.	1900.
Artificial flowers	$38,816.61	$44,238.59	Metal ware	$13,764.46	$17,949.76
Buttons	14,983.69	36,966.09	Porcelain and pottery	182,070.85	158,282.91
Chemicals and colors	3,719.64	7,467.78	Sporterie	20,486.45	19,640.63
Cotton goods, including velveteen	1,536.92	4,237.77	Miscellaneous	196.19	1,548.22
Cutlery	22,713.00	31,927.63	Total	656,033.19	680,022.79
Glassware	357,815.38	362,769.47			

From these tables, it appears that the value of exports from Reichenberg increased nearly 30 per cent in 1900; from Haida, only 4 per cent. The more expensive glassware goes from Haida; the cheaper glass goods and various kinds of cloth from Reichenberg. The value of the exports to the United States from the whole district, during the fiscal year ending June 30, 1900, was larger than for any corresponding period since this consulate has been established. The cause was partly the favorable decrees of fashion, but mainly the prosperity of the United States.

The figures of exports from this consular district elsewhere than to America are not obtainable. From the whole Empire, the total value of exports for the first half of this year was 936,539,863 crowns ($190,117,592), and for the first half of 1889 the value was 900,815,614 crowns ($182,865,570).

IMPORTS.

As separate statistics for small divisions of the Empire are not compiled, only those for the whole realm are available, but they serve to indicate relative increases or decreases in the separate parts.

According to the statistics published by the ministry of commerce, the imports of corn from the United States increased over 100 per cent during the first half of this year, in comparison with the first six months of 1899. The same was true of fruit, as a whole. The imports of petroleum trebled in quantity; wood for various manufacturing purposes quadrupled; cotton increased 10 per cent, but from British India, our chief rival, there was a decrease of two-thirds; the imports of copper increased 40 per cent, and of electro-dynamo machines nearly 600 per cent.

On the other hand, there was a prodigious decline in imports of lard and bacon from the United States—lard dropping from 10,000,000 pounds to 500,000 and bacon from 1,600,000 pounds to 31,000 in the first half of this year, as compared with the same period of 1899. There was as great a decline in tallow, of which several million pounds were imported from the United States last year. For some unknown reason, Austria-Hungary imported a very small quantity of lard in the first six months of this year, the decrease of the imports from the United States representing substantially the total decrease. Imports of cotton-seed oil from the United States decreased 20 per cent this year, and resin the same, though the imports for the six months reached the great total of 17,600,000 pounds. The import of bicycles, small though it habitually is, also showed a decline. Raw iron decreased six-sevenths, but the Empire imported altogether only half as much this year as last.

Other articles imported from the United States in considerable quantities, but without material gain or loss this year, are tobacco, paraffin, margarine, mussel shells, various minerals, coloring materials, linen yarn, cellulose, leather, shoe pegs, stoneware, ironware, prepared meats, cutlery, lead, aluminum, paper products, fertilizers, varnish, oil cake, furniture, sulphate of copper, agricultural machinery, machine tools, and print-works machinery.

As separate values of imports from the different countries are not given in the official statistics, it is possible only to surmise whether the United States has gained or lost on the whole during the present year.

AMERICAN OPPORTUNITIES.

The American products used in this district comprise lard, bacon, boneless ham, petroleum, cotton, hard wood, and small quantities of a few other articles. Not one of the thousands of factories contains an American machine. None is seen on a farm—in fact, not a machine of any sort is seen there—and consequently it remains an absolutely virgin field for the introduction of United States agricultural implements. There are possibilities of introducing many of our products into this district, but none equaling those for machinery. The multitudes of factories of all sorts, requiring renewal of equipment at intervals, offer a golden opportunity for makers of American machinery to extend its use abroad. The United States is held in high respect by the Austrian manufacturers, and agents of our machinery would meet with a cordial welcome and a favorable attitude in a business way. The agricultural element might not be equally open to conviction, with the prejudices of centuries in favor of the scythe and the flail as all-sufficient for the harvest of hay and grain, but, as stated, the field is absolutely virgin, and none of the difficulties presented where one attempts to supplant time-tried machinery with something similar but largely experimental would be encountered.

The need is for energetic and intelligent agents of American machinery, who are able to speak German, or who will make constant use of a capable interpreter, to come here and stay for a while, clinching oral argument by showing the manufacturer or the farmer the machines which they represent and the working of the same.

STRIKES.

The strike of Bohemian coal miners last winter was more important and far-reaching in effect than any similar occurrence of recent years in this Empire. About 50,000 men struck for a 10 per cent increase of wages and a reduction in the daily working time. After an almost complete suspension of mining during the entire winter, the workers gradually returned, but the strike lasted six months altogether before operations were fully resumed, upon a compromise which gave the miners 5 per cent increase of wages without reduction of working time. During the existence of the strike, factories in this country and contiguous German territory were seriously crippled, while some were temporarily closed, and the price of coal became so high that distress in families resulted.

The effect of the strike is still felt in the scarcity of coal and its high price—the retail rate in the district being now 40 per cent more than a year ago.

The imperial ministry of commerce has compiled statistics of strikes during the present year. In the first eight months, 233 occurred in the Empire—99,000 workers participating. Of the total number of strikes, 38 resulted in complete success for the strikers, 76 were partly successful, and 61 entirely failed. Of 58, the result is unknown. There were lockouts in 13 strikes, throwing 3,000 men out of employment.

The strikes occurred mostly from dissatisfaction with rules of labor and discharge of workmen; the next most potent cause was a desire for higher wages, while objection to the length of the day's work, which is usually eleven hours, cut but a minor figure.

TECHNICAL SCHOOLS.

The great number and variety of the manufacturing industries of this consular district, and the skill and taste shown in their products, are surprising to the stranger who comes here with the vague notion, so generally prevalent, that the chief output of Bohemia is gypsies and race troubles. The credit for the extent and perfection to which manufacturing has attained belongs in a large measure to the technical schools, of which there are a score in this consular district. A recent exhibition of the work of students in these schools, in the North Bohemian Industrial Museum in this city, showed what they were accomplishing. Cloth of all kinds, glassware and porcelain, tapestries, stone and metal ornaments, brass and iron work, imitations of Tiffany vases, furniture, statuary, tile and plaster work, cutlery, knit goods, and many other articles were exhibited. There were, besides, drawings from life, and designs for jewelry, wall paper, etc., many being in colors. The exhibition showed careful instruction, hard work, skill, originality, and, in some cases, rare talent. Some of the most exquisite work in glass and cloth to be found in this district comes from the technical schools, and is made entirely by students. From the schools, they go into factories as designers or superintendents. The regular school course usually covers two years, with post-graduate courses for students who would pursue certain subjects at greater length.

Thus there is always an endless supply of experts in each branch of manufacturing industry to draw from, and results may easily be imagined.

TRANSPORTATION.

A new railroad, which has been building the past two years, connecting this city directly with the Elbe River, was opened for business in September. This line is specially important as filling a gap to the westward and as shortening the journey for freight between this district and Hamburg when it comes or goes via the Elbe River. Freight to or from the United States can be shipped much more cheaply by this route than by the all-rail line, though the time consumed by the former is two to four weeks longer than by the latter.

MISCELLANEOUS.

Drafts on New York are sold in this city at from 5 to 5.05 crowns per dollar. The rate on London is substantially the same.

North Bohemia has reaped an abundant harvest this year. Every product of the soil in grain, vegetables, and fruit shared in the great yield. Prices are low, but the abundance compensates therefor.

Manufacturers have been depending to a great extent upon large crops for a good local trade during the ensuing year, and apparently their wishes will be gratified. What the foreign trade will be is uncertain, but as regards the United States it is believed that the close of the Presidential campaign will revive a business which is just now very dull. In the direction of the Orient, the trade in glass goods shows signs of awakening, and it is hoped that the present attitude of the powers will lead to a speedy settlement of the Chinese complications, when the former prosperous intercourse with that part of the world is expected to be fully restored.

Makers of woolen goods express the belief that the decline in the price of raw material has about reached its limit, and that consequently better times are in store for them. Should wool become stable in price, and cotton remain so, the condition of the cloth-making industry will be much healthier and more satisfactory than it has been for some months past; but changes in other directions are necessary before this industry can enjoy real prosperity.

FRANK W. MAHIN, *Consul.*

REICHENBERG, *October 25, 1900.*

TRIESTE.

NAVIGATION.

During the year 1900, there arrived at Trieste 8,886 vessels, with an aggregate tonnage of 2,181,746 tons. The number of vessels which departed from this port during the same period was 8,865, with an aggregate burden of 2,171,817 tons.

The number of vessels which arrived from the United States was 75, of which 63 were steamers. Bills of health were issued at this consulate to 49 steamers and 1 sailing vessel bound for United States ports. Not a single American merchant vessel called at Trieste during the year.

The following tables give the entries and departures, by flag, of all vessels for the year under review:

Statement showing the navigation at the port of Trieste, Austria, for the year ended December 31, 1899.

Flag.	Sailing.		Steam.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
ENTERED.						
Austria-Hungary	891	36,166	5,302	1,392,494	6,193	1,428,660
Belgium			3	3,987	3	3,987
Denmark			2	1,197	2	1,197
France			1	1,655	1	1,655
Germany			30	34,768	30	34,768
Greece	65	10,501	56	49,568	121	60,069

Statement showing the navigation at the port of Trieste, Austria, for the year ended December 31, 1899—Continued.

Flag.	Sailing.		Steam.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
ENTERED—continued.						
Great Britain			173	247,779	173	247,779
Italy	1,815	75,951	427	264,083	2,242	340,034
Montenegro	20	605	1	25	21	630
Netherlands			1	794	1	794
Turkey	48	1,675	13	10,597	61	12,272
Russia			9	13,462	9	13,462
Samoa	3	368			3	368
Spain			12	22,468	12	22,468
Sweden and Norway			14	13,603	14	13,603
Total	2,842	125,266	6,044	2,056,480	8,886	2,181,746
CLEARED.						
Austria-Hungary	859	31,975	5,314	1,387,218	6,173	1,419,193
Belgium			3	3,987	3	3,987
Denmark			2	1,197	2	1,197
France			1	1,655	1	1,655
Germany			29	32,579	29	32,579
Greece	66	10,428	58	50,108	124	60,536
Great Britain			174	249,235	174	249,235
Italy	1,811	74,324	425	265,066	2,236	339,390
Montenegro	18	530	1	25	19	555
Netherlands			1	794	1	794
Turkey	50	2,534	13	10,597	63	13,131
Russia			12	15,175	12	15,175
Samoa	3	368			3	368
Spain			11	20,419	11	20,419
Sweden and Norway			14	13,603	14	13,603
Total	2,807	120,159	6,058	2,051,658	8,865	2,171,817

COMMUNICATION WITH THE UNITED STATES.

The two lines of steamers mentioned in my last year's report, viz, the Austro-Americana and the Mediterranean and New York Steamship Company, still maintain a fairly regular service between New York and Trieste. The steamers of the former line also call occasionally at New Orleans as well as at other American ports. Both companies convey goods to any place in Austria-Hungary and Italy, and issue through bills of lading. The rates from New York to Trieste vary from 20 to 30 shillings ($4.86-$7.29) per ton.

AUSTRIAN FREIGHT RATES.

I am frequently requested by American manufacturers and exporters to inform them as to freight rates from Trieste to cities in the interior. The following table shows the rates of freight from Trieste to the inland cities of Austria-Hungary, on the principal commodities imported from the United States:

[1 kilogram = 2.2046 pounds.]

Articles.	Rate per 100 kilograms from Trieste to—					
	Vienna.		Budapest.		Prague.	
Iron and steel ware:	*Crowns.*		*Crowns.*		*Crowns.*	
Less than 5,000 kilograms	2.90	$0.58	2.87	$0.58	4.30	$0.87
5,000 kilograms and over	2.38	.48	2.59	.52	2.82	.57
10,000 kilograms and over	2.22	.45	1.57	.32	2.82	.57
Agricultural machinery:						
Less than 5,000 kilograms	3.10	.63	3.34	.68	4.30	.87
5,000 kilograms and over	3.10	.63	2.87	.58	2.82	.57
10,000 kilograms and over	2.10	.42	1.97	.40	2.82	.57

Articles.	Rate per 100 kilograms from Trieste to—					
	Vienna.		Budapest.		Prague.	
Bicycles:	*Crowns.*		*Crowns.*		*Crowns.*	
Less than 5,000 kilograms	4.65	$.94	7.40	$1.50	8.97	$1.82
5,000 kilograms and over	3.90	.79	2.98	.60	4.80	.97
10,000 kilograms and over	3.42	.69	2.98	.60	3.76	.76
Paper:						
Less than 5,000 kilograms	3.10	.63	3.34	.68	5.98	1.21
5,000 kilograms and over	3.10	.63	2.87	.58	4.30	.87
10,000 kilograms and over	2.88	.58	2.87	.58	3.28	.66
Cotton:						
Less than 5,000 kilograms	3.10	.63	3.34	.68	5.98	1.21
5,000 kilograms and over	3.10	.63	2.87	.58	3.30	.67
10,000 kilograms and over	2.24	.45	2.87	.58	2.60	.52
Oil, linseed, etc.:						
Less than 5,000 kilograms	3.10	.63	3.34	.68	5.98	1.21
5,000 kilograms and over	2.90	.59	2.87	.58	4.30	.87
10,000 kilograms and over	2.36	.48	2.42	.49	3.28	.66
Cotton-seed oil:						
Less than 5,000 kilograms	3.10	.63	3.34	.68	5.98	1.21
5,000 kilograms and over	2.90	.59	2.87	.58	4.30	.87
10,000 kilograms and over	2.36	.48	2.87	.58	3.28	.66
Raw iron:						
Less than 5,000 kilograms	2.90	.59	2.87	.58	4.30	.87
5,000 kilograms and over	2.38	.48	2.59	.52	2.82	.57
10,000 kilograms and over	1.57	.32	1.57	.32	2.18	.44
Blue vitriol:						
Less than 5,000 kilograms	3.10	.63	3.34	.68	5.98	1.21
5,000 kilograms and over	2.40	.49	2.87	.58	4.30	.87
10,000 kilograms and over	2.36	.48	2.56	.52	3.28	.66
Smoked and salted meats:						
Less than 5,000 kilograms	3.10	.63	3.34	.68	5.98	1.21
5,000 kilograms and over	3.10	.63	2.98	.60	4.80	.97
10,000 kilograms and over	3.10	.63	2.98	.60	3.76	.76
Bacon:						
Less than 5,000 kilograms	3.10	.63	3.34	.68	5.98	1.21
5,000 kilograms and over	3.10	.63	2.87	.58	4.30	.87
10,000 kilograms and over	2.88	.58	2.87	.58	3.28	.66
Lard:						
Less than 5,000 kilograms	3.10	.63	3.34	.68	5.98	1.21
5,000 kilograms and over	3.10	.63	2.87	.58	4.30	.87
10,000 kilograms and over	2.36	.48	1.97	.40	2.82	.57

Articles.	Rate per 100 kilograms from Trieste to—					
	Gratz.		Linz.		Salzburg.	
Iron and steel ware:	*Crowns.*		*Crowns.*		*Crowns.*	
Less than 5,000 kilograms	1.97	$0.40	3.26	$0.66	3.22	$0.65
5,000 kilograms and over	1.74	.35	2.20	.44	2.18	.44
10,000 kilograms and over	1.56	.31	2.16	.44	2.18	.44
Agricultural machinery:						
Less than 5,000 kilograms	3.10	.63	5.08	1.03	3.22	.65
5,000 kilograms and over	2.60	.52	3.26	.66	2.18	.44
10,000 kilograms and over	1.56	.31	2.16	.44	2.18	.44
Bicycles:						
Less than 5,000 kilograms	4.65	.94	8.86	1.80	9.72	1.97
5,000 kilograms and over	2.81	.57	4.38	.89	4.78	.97
10,000 kilograms and over	2.47	.50	3.56	.72	3.76	.76
Paper:						
Less than 5,000 kilograms	3.10	.63	5.08	1.03	4.36	.88
5,000 kilograms and over	2.60	.52	3.30	.67	3.22	.65
10,000 kilograms and over	2.14	.43	2.64	.53	2.46	.50
Cotton:						
Less than 5,000 kilograms	2.40	.49	4.96	1.00	4.96	1.00
5,000 kilograms and over	2.40	.49	2.78	.56	3.22	.65
10,000 kilograms and over	2.14	.43	2.64	.53	2.46	.50
Oil, linseed, etc.:						
Less than 5,000 kilograms	2.40	.49	4.76	.96	4.96	1.00
5,000 kilograms and over	2.40	.49	3.76	.76	3.22	.65
10,000 kilograms and over	2.12	.43	2.60	.52	2.18	.44
Cotton-seed oil:						
Less than 5,000 kilograms	2.40	.49	4.76	.96	4.96	1.00
5,000 kilograms and over	2.40	.49	3.26	.66	3.22	.65
10,000 kilograms and over	2.12	.43	2.60	.52	2.18	.44
Raw iron:						
Less than 5,000 kilograms	1.97	.40	3.26	.66	3.22	.65
5,000 kilograms and over	1.74	.35	2.70	.54	2.18	.44
10,000 kilograms and over	1.21	.24	1.68	.34	1.64	.33
Blue vitriol:						
Less than 5,000 kilograms	3.10	.63	4.96	1.00	4.36	.88
5,000 kilograms and over	2.40	.49	3.30	.67	3.22	.65
10,000 kilograms and over	2.14	.43	2.64	.53	2.18	.44

Articles.	Rate per 100 kilograms from Trieste to—					
	Gratz.		Linz.		Salzburg.	
	Crowns.		*Crowns.*		*Crowns.*	
Smoked and salted meats:						
Less than 5,000 kilograms	3.10	$0.63	4.96	$1.00	4.96	$1.00
5,000 kilograms and over	2.60	.52	4.88	.89	4.78	.97
10,000 kilograms and over	2.14	.43	3.56	.72	3.76	.76
Bacon:						
Less than 5,000 kilograms	3.10	.63	4.98	1.01	4.96	1.00
5,000 kilograms and over	2.60	.52	3.30	.67	3.22	.65
10,000 kilograms and over	2.14	.43	2.64	.53	2.46	.50
Lard:						
Less than 5,000 kilograms	3.10	.63	4.98	1.01	4.96	1.00
5,000 kilograms and over	2.60	.52	3.30	.67	3.22	.65
10,000 kilograms and over	1.56	.31	2.22	.45	2.18	.44

NEW LINE TO EAST AFRICA.

The negotiations which have been pending for some time between the Austrian Lloyd Steamship Company and the Austrian Government, relative to the establishment of a direct line of steamers from here to East Africa and a state subsidy for the same, have now come to a conclusion. The Government has granted a liberal subsidy, and it is believed that the new line will open markets of considerable importance to Austria. Regular sailings will take place at the end of each month, beginning on the 31st of October next. The new line will have Durban, Port Natal, for its terminus, and the vessels will call at Massowah, Gibutti, Aden, Mombasa, Zanzibar, Beira, and Lourenço Marquez (Delagoa Bay). All these ports are markets for products of Austrian industry, such as flour, beer, sugar, preserved fruit, blankets, cotton goods, ready-made clothing, wood, bent-wood furniture, paper, enameled kitchen utensils, cement, soap, matches, etc. In return, these ports furnish for importation into Austria wool, copra, palm seed, cloves, peanuts, etc., which will in the future be brought here direct from the coast of Africa instead of being shipped, as heretofore, via Madagascar and Marseilles. The vessels of the new line will be provided with every comfort for first and second class passengers, and will also have a covered deck for third-class passengers.

COMMERCE.

The aggregate value of the commerce of this port was slightly less last year than the year previous. The total imports by land and sea amounted to $151,108,054 and the total exports to $133,305,517, against $151,997,507 and $134,733,973, respectively, in 1898. But the commercial progress of 1898 was rather exceptional, and it was scarcely to be hoped that the year 1899 would show as favorable results as its predecessor, especially as during the latter portion of the year the commencing scarcity of coal affected the industries, and the increasing freight rates somewhat diminished the shipping. Nevertheless, as compared with 1897, there was an increase of nearly 4 per cent in the aggregate value of imports.

Trieste is not only a distributing center for southern Austria, and in a measure for the entire country, but also for Turkey, Greece, and the Levant. Its principal trade is in coffee, sugar, rice, hides, skins, and dried fruit. As regards the last-named article, however, transactions are growing less every year, for reasons which will be set forth in another part of this report; and it is only a question of time when Trieste's foreign trade in dried fruit will be a thing of the past.

COFFEE.

As a coffee market, Trieste now occupies the fourth rank in Europe. Its imports for several years have exceeded 100,000,000 pounds per annum. Of the 703,600 bags that were imported last year, 448,673 came from Brazil, 155,390 from Central America, 44,259 from Java and Singapore, and 55,278 from other countries. About one-fifth of the quantity imported was reexported to other countries; the remainder was sold in the interior of the Empire.

The consumption of coffee would probably be much larger than it is were it not for the high import duty, which is about 8¾ cents per pound, or more than 100 per cent of the cost of the article.

A brisk business is done in counterfeits and substitutes of coffee, and those engaged in this trade are said to be doing a more lucrative business than the venders of the genuine article. It has also become a very common practice here to color immature or windfallen and otherwise inferior coffee to give it a specious appearance. This business has latterly assumed vast proportions. A coloring plant with an 85-horsepower engine has even been established by a local coffee firm in one of the Government warehouses in the free zone (punto franco) of this port, and is operated to its full capacity every working day in the year. There is reason to believe that these obnoxious practices of treating and counterfeiting coffee will in the end prove damaging to Trieste's trade. Already, the Government of Roumania has prohibited the importation of green-colored coffee.

I am happy to state that the exportation of coffee "culls" to the United States, which was not inconsiderable in the year 1898 and the early portion of 1899, has now almost ceased.

SUGAR.

The sugar trade was unusually brisk during the year, while prices, upon the whole, did not vary much. During the first three months, crushed sugar (pilé) almost maintained a stable price of 13¾ florins per 100 kilograms (2.53 cents per pound). Prices then gradually rose, and about the last of July reached the highest point (14⅞ florins). They then went down by little breaks until the end of the year, when the quotation was 13¼ florins. The average price, therefore, was about 14 florins, against 14⅛ florins in 1897 and 13¼ florins in 1898.

The total quantity of refined sugar which arrived at Trieste from all parts of the monarchy in 1899 was 160,840 metric tons (1 metric ton=2,204.6 pounds), against 126,640 tons in 1898. Nearly two-thirds of this quantity came from the province of Moravia. Bohemia, whose shipments in former years were equal to and even larger than those of Moravia, seems to be losing ground in the Trieste market.

The following table shows the annual shipments of refined sugar from the interior of the monarchy to Trieste for the past three years:

Where from.	Quantity (in metric tons).		
	1897.	1898.	1899.
Bohemia	50,190	27,300	26,500
Moravia	50,350	69,360	100,900
Lower Austria	8,290	10,500	9,840
Silesia	5,430	4,800	5,600
Galicia	70	80	....
Hungary	13,740	14,600	18,000
Total	128,070	126,640	160,840

In the following table, these shipments are classified as to quality:

Quality.	Quantity (in metric tons).		
	1897.	1898.	1899.
Crushed sugar	41,050	41,600	48,000
Broken loaf, cube, and loaf sugar	44,100	46,140	54,600
Granulated, crystal, and pulverized sugar	42,920	38,900	58,240
Total	128,070	126,640	160,840

The best markets for Austrian crystal and granulated sugar are India and Japan. The export to the latter country is making great strides. A few trial shipments, amounting in all to 170 tons, were made in 1897. In 1898, the aggregate quantity of Austrian sugar exported to that country was 430 metric tons, and in 1899 it reached 5,120 metric tons.

The total exports from Trieste during the past year amounted to 148,890 metric tons, against 128,250 tons in 1898 and 117,080 tons in 1897. They were distributed among the following countries:

Destination.	Quantity (in metric tons).		
	1897.	1898.	1899.
Italy	810	8,350	14,050
Portugal	....	....	480
Turkey	40,128	44,970	50,260
Albania	3,105	3,470	3,900
Black Sea ports	5,176	6,660	7,850
Malta and Cyprus	2,320	2,680	3,890
Gibraltar	160	240	350
Greece	9,710	8,840	7,830
Bulgaria	3,060	3,340	2,760
Great Britain	70	450	3,610
Egypt	9,160	8,650	12,990
Tripoli and Tunis	3,560	1,650	710
Other African and Red Sea ports	2,205	2,570	4,300
India	33,620	31,600	26,960
Japan	170	430	5,120
America	....	140	40
Other Austro-Hungarian ports, etc	3,826	4,210	3,790
Total	117,080	128,250	148,890

The export bounties which the Austro-Hungarian refiners received from the Government during the fiscal year 1899–1900 amounted to 28,049,000 crowns. However, as this amount exceeds the appropriation made for the purpose, the refiners will be compelled to refund a portion of this money.

THE TRADE IN SKINS.

This port is one of the principal European markets for goatskins. The value of such skins exported to the United States in 1899 was $446,417. In the current year, there has been a considerable decrease in this trade, which is due to a variety of causes. Chief among these is the decreased demand for glazed kid leather in America, due to a change in shoe fashions. Large quantities of raw skins, which were bought last year at high prices, are said to have accumulated in America, and other stocks purchased for American account at the close of the last campaign are still here awaiting shipment. Holders and speculators who, in spite of all warnings, bought at the beginning of the campaign at last year's prices would lose heavily if they sold at present figures. They therefore decline to sell, hoping for an improvement in the market. American tanners and importers, however, having still large supplies on hand, will not buy unless they can do so on very favorable terms, especially as the market in France is also completely demoralized.

DRIED FRUIT.

This port has lost much of its former importance as a market for dried fruit, especially prunes and currants. No more than fifteen years ago, whole cargoes of Bosnian prunes were sent from here to New York. Now, this export of prunes to America has not only been reduced to almost nothing, but California prunes actually compete with the Bosnian product in every European market.

As concerns currants, the case is somewhat different. The article was formerly imported here in bulk, to be put up in barrels, and sent in full cargoes to France, England, and the United States. The demand for the article still continues in these countries, but it is now supplied by the producers, or at least by exporters, at markets nearer the source of production. Trieste's activity in this line is therefore confined now to the inland trade. The crop has been very short this year, and prices have risen within a few months to 100 crowns ($20.30) per quintal.

A fairly good business is still done at Trieste in dried figs, large quantities of which are used in the manufacture of substitutes for coffee. For several years the fig crop has been rather small, owing to the ravages which a disease has made among the trees. The prices therefore have been high, and will probably continue so for years to come.

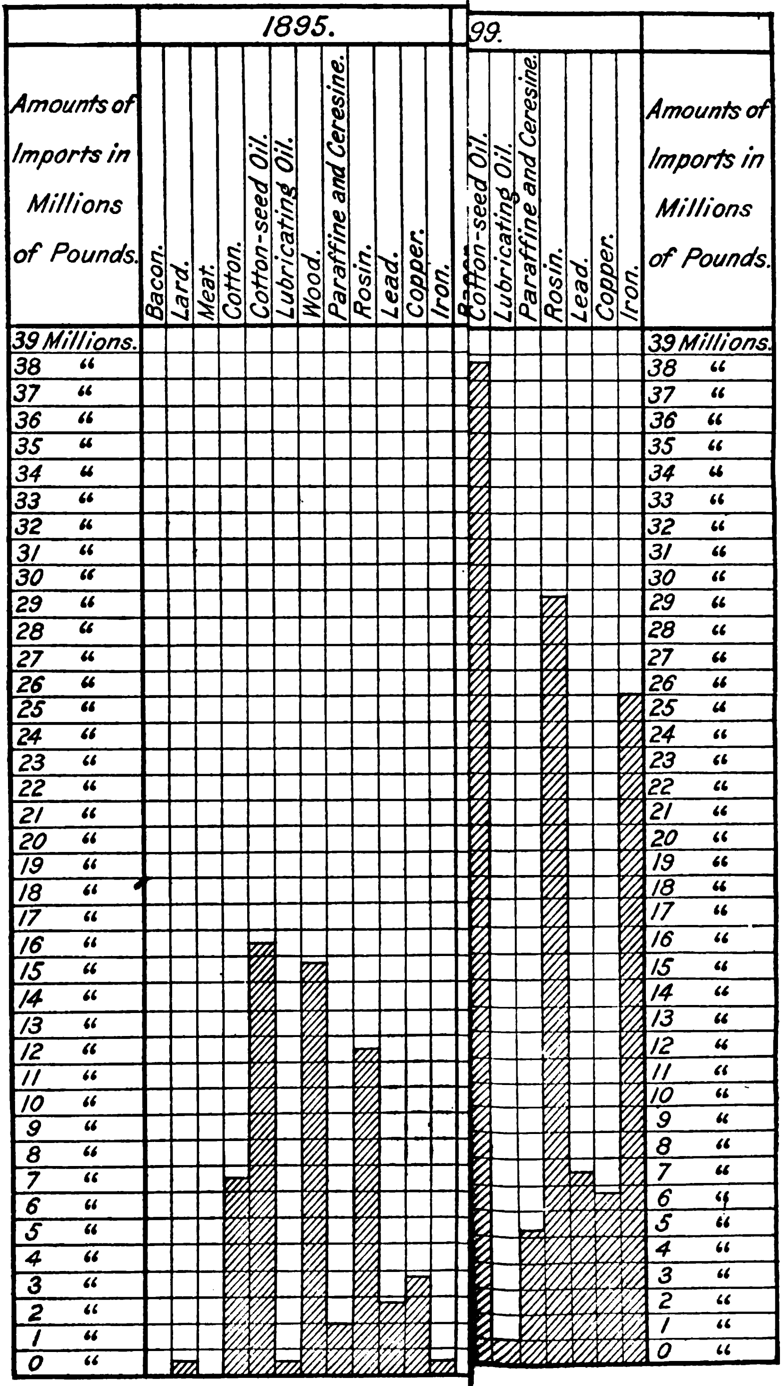
EXPORTS TO THE UNITED STATES.

The total value of the exports declared for the United States during the year 1899 was $792,611, against $530,313 in 1898, and $618,742 in 1897. There was therefore a gain of $173,869 over 1897 and of $262,298 over 1898. Almost the entire gain was made in skins, the export of which has in recent years assumed large proportions. The value of exports for the first six months of the present year also compares favorably with that of the corresponding period of 1899, though the increase is less marked here.

The following table gives in detail the exports from this consular district to the United States for the year 1899 and the first six months of 1900:

Articles.	Year 1899.	First six months of 1900.
Albumen of eggs	$863.38	$195.67
Barberry juice	767.34	284.94
Beans	2,302.26	13,867.31
Books	104.95	....
Cedars, myrtles, and palms	2,907.70	....
Ceresin	....	206.63
Citrons in brine	16,166.88	6,177.36
Cloth	180.02	....
Coffee	8,745.29	9,661.68
Cuttlefish bones	20,300.67	4,812.99
Drugs (herbs, roots, leaves, etc.)	47,943.17	19,331.88
Earth, red	$142.08	....
Filberts	1,005.05	$6,745.29
Fruit, dried	15,961.36	2,728.95
Fustic wood and roots	3,663.02	8,325.27
Glue	153.57	....
Gum	69,646.41	33,078.55
Insect flowers and powder	85,503.66	23,097.67
Intestines, salted (casings)	800.21	951.89
Iron oxide	251.44	346.97
Macaroni, etc	4,388.20	....
Mushrooms	1,628.09	....

DIAGRAM


1895.
99.
Amounts of Imports in Millions of Pounds.
Bacon.
Lard.
Meat.
Cotton.
Cotton-seed Oil.
Lubricating Oil.
Wood.
Paraffine and Ceresine.
Rosin.
Lead.
Copper.
Iron.
Bacon.
Cotton-seed Oil.
Lubricating Oil.
Paraffine and Ceresine.
Rosin.
Lead.
Copper.
Iron.
Amounts of Imports in Millions of Pounds.
39 Millions.
38 "
37 "
36 "
35 "
34 "
33 "
32 "
31 "
30 "
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Articles.	Year 1899.	First six months of 1900.	Articles.	Year 1899.	First six months of 1900.
Mustard seeds	$6,580.54	$307.66	St. John's bread	$124.44	$11.03
Nutgalls	269.88	...	Stone	292.32	...
Oils	2,128.49	568.72	Sumac	651.89	1,785.63
Orange peels	...	159.52	Tartar, raw	4,611.84	...
Paper	254.85	...	Tobacco leaves	11,579.44	6,571.87
Pepper, red	729.68	2,652.16	Turpentine	5,666.37	2,695.80
Polishing earth	5,794.51	3,102.11	White lead	7,999.50	2,229.35
Prunes, crushed	1,803.91	...	Wine and other liquors	3,951.98	1,644.05
Sardines in oil	...	177.15	Wood pulp	...	15,745.75
Seeds	2,599.63	484.86	Wool	...	1,917.74
Sheep guts (salted)	1,691.63	...	Returned goods	97.74	2,085.00
Skins	446,417.24	181,894.40			
Sponges	10,940.97	2,891.85	Total	792,611.60	351,732.80

IMPORTS FROM THE UNITED STATES.

The direct imports from the United States for the year 1899 amounted to $7,876,990. These imports had increased in value from $3,621,476 in 1896 to $8,764,644 in 1898. Our trade, therefore, suffered a loss of about 10 per cent during the year under review as compared with the previous year. This loss was due to the higher prices prevailing in the United States, to higher ocean freights, and in part to a number of local causes, which will be referred to hereafter. The conditions which prevailed last year still exist, and both the quantity and value of the imports from the United States during the first six months of the present year were behind those for the corresponding period in 1898. The following table gives the quantities of the various direct imports from the United States at Trieste for 1899 and the first six months of the year 1900:

Articles.	Year 1899.	First six months of 1900.	Articles.	Year 1899.	First six months of 1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Arms and parts of arms	221	...	Meat:		
Bacon	1,784,403	31,967	Dried	69,886	12,125
Bark for tanning or dyeing			Metal and alloys	55,556	61,288
	1,323	...	Medicines, prepared	1,323	...
Book, etc	5,512	...	Minerals, diverse	2,170,429	1,789,474
Cement	441	...	Mother-of-pearl	7,716	9,480
Chemical products	...	24,471	Oil:		
Clothing and millinery	221	...	Cotton seed	38,761,939	22,463,327
Coal and coke	2,425	22,046	Ethereal	1,102	...
Coffee	1,324,083	1,865,088	Fish	22,707	...
Copper	6,884,260	4,276,042	Linseed	2,425	...
Cotton	22,487,140	14,349,741	Lubricating	999,085	447,534
Drugs	245,372	59,524	Palm, cocoa, etc	591,715	316,581
Fish, dried	35,274	...	Turpentine, etc	198,194	193,564
Flour	180,116	108,616	Paper, pasteboard, etc	601,194	244,269
Fruit, dried and canned	1,764	22,046	Paraffin	5,178,164	2,286,391
Furniture	9,921	...	Plants, dried, etc	1,984	...
Glassware	...	9,700	Roots, diverse	2,425	...
Glue	2,866	...	Rosin	29,787,673	5,895,762
Grease	8,169,338	105,380	Seeds, diverse	66,799	31,967
Hardware	9,480	...	Skins:		
Ink	1,323	...	Raw	61,729	22,046
Instruments, musical	661	...	Tanned	164,904	91,491
Intestines and bladders	2,425	...	Soap	64,154	...
Iron	25,892,586	3,654,125	Sponges	11,684	4,630
Ironware	84,877	186,729	Staves	760,806	64,208
Lard	7,169,139	367,948	Stearin	345,902	337,304
Lead	7,330,295	4,369,076	Tallow	4,447,340	...
Liquors, etc	221	...	Varnish	882	4,630
Leather goods	1,764	...	Vitriol	1,703,715	5,528,696
Machines and parts of machines			Viands	59,083	...
	48,942	244,981	Wax	94,798	...
Machines, sewing	441	...	White lead	22,046	...
Maize	83,885,581	3,311,089	Wood and wooden ware	2,158,012	7,184,351
Matches	1,102	...	Wood, parquets	81,129	...
Meat:			Zinc	661	...
Canned	132,496	78,413	Sundries	...	9,700

As compared with the year 1898, there was a slight increase in the importation of cotton-seed oil and rosin and a relatively large increase in maize. The principal commodities which show a decrease are lard, cotton, iron, and lead. Taking the past five years, the only articles which made steady gains were cotton-seed oil and copper, though the gain in the latter was slight. Paraffin, while it has not been imported in large quantities, shows a gradual increase since 1896. It is worthy of note that though the imports of cotton, as already stated, suffered a small loss last year, they have upon the whole been remarkably even since the year 1897.

COTTON-SEED OIL.

The most important article of commerce imported here from the United States is cotton-seed oil. It is used chiefly as a substitute for or a diluent of olive oil. The art of refining the former and of blending it with the latter has, in fact, been brought to such perfection that many an epicure now prefers the "half and half" to the pure article. The consumption of esculent oils in southern Austria is very large, and the country's own production of olive oil, being practically confined to the provinces of Istria and Dalmatia, is totally insufficient to supply the home demand. The import of olive oil and substitutes for the same is therefore considerable. In former years, edible olive oils were imported almost exclusively from Italy. During the last two years, however, importations have also been made from Spain. Now edible olive oils are imported principally from Albania and Crete.

All imported olive oil, whether edible or not, pays a customs duty of 2.40 florins gold per 100 kilograms, gross weight. Allowing 20 per cent for tare, the duty amounts to about two-thirds cent per pound.

The principal substitutes for olive oil are, next to cotton-seed oil, sesame oil and peanut oil. The former is imported chiefly from the Levant and the latter from Africa via Marseilles. These substitutes formerly paid the same import duty as olive oil. Several years ago, however, the duty on them was increased 66⅔ per cent, or from 2.40 to 4 florins gold for 100 kilograms, gross weight. An impulse was thus given to the Austrian oil industry. As seeds are exempt from duty, oil mills and oil refineries have been able to do a very profitable business.

It appears, however, that the refining of sesame and arachis (peanut) oil has not yet been brought in Austria to that degree of perfection which would enable these products to displace in this market our highly refined cotton-seed oil. There has been, in fact, an increased demand for this product during the past two years, owing to failure of the olive crops both here and in Italy. But whether this demand for our oil will be permanent is uncertain. All the tariff treaties of Austria-Hungary will expire during the next two years, and this will necessitate a revision of the general tariff law of the monarchy. There is an element in Austria which demands another increase in the duty on oil used as substitutes for olive oil. It is believed that any material increase in such duty would practically prohibit the importation of cotton-seed oil, especially as the improvements which are being made in Austria in the refining of sesame and peanut oils bid fair to render them as palatable as cotton-seed oil. It is urged, on the other hand, that an increased duty on the latter would be a hardship to the poorer classes, especially in the southern portion of the Empire, where oil is virtually one of the necessaries of life; and that it would, moreover, damage many home industries, inasmuch as it is now used extensively in the manufacture of soap, artificial butter, cheese, etc. It is worthy of note that the Trieste Chamber of Commerce has taken strong ground, in a petition addressed to the minister of commerce, against the proposed increase, which, it is claimed, would benefit only a few refineries, while it would do great injustice to other important industries, and especially to the masses.

It is certainly true that in the south, oil is one of the staffs of life. It takes the place of both meat and butter, and is therefore a much greater necessity than mere butter is with us. The repeated failure of the olive crop in Austria, as well as in Italy and France, has greatly increased the importance of and the demand for this most popular substitute for olive oil.

COTTON.

The total quantity of cotton imported at Trieste in 1899 was about 102,000 quintals, a decrease of 10,000 quintals as compared with 1898. Freight from American ports to Trieste is now from 120 to 200 hellers ($0.24 to $0.40) more per ton than it is to Hamburg and Bremen; and this difference has induced some of the mills in the interior to import their cotton by way of the last-mentioned ports. Other mills on the Continent have for years bought their supplies at Liverpool and Genoa, and the consignments of American cotton to these marts have greatly increased in consequence thereof.

Trieste is furnished with all the facilities necessary to make it a convenient international market for this staple article; and it appears to me that it would be to the interest of our shippers to make an effort to deal directly with the Austrian spinners, many of whom at present are obliged to get their supplies through middlemen, and thus to buy sometimes Egyptian or Indian cotton when they prefer the American article. As matters stand now, Austrian spinners have to invest large capital in importing cotton. If they could buy their material when they choose and in such quantities as they wish from the supplies kept at Trieste by our shippers, it would be a great advantage to both parties.

Consignments may be made directly to the imperial royal warehouses (imp. reg. maggazzini generali), which make all arrangements and take all responsibility for landing, storage, insurance, custody, etc. The warrants issued are accepted without question by all banks as collaterals for advances, and this relieves the shipper in a great measure of the necessity of forcing sales. The customs duty need not be paid until the cotton is taken out of the Government warehouses for consumption in Austria. On payment of the rather moderate landing and storage dues and of such advances as may have been made on warrants, the consignment, or any part thereof, may, of course, be reexported.

HEMLOCK SOLE LEATHER.

The progressive development of our leather trade in southern Austria, referred to in previous reports, has been checked by high prices. A fair to middling quality of our hemlock sole leather, which the Austrian importer bought at 19 cents eighteen months ago, is now worth 23½ cents. Moreover, the freight on leather from New York to Trieste, which formerly was from 40 to 45 shillings ($9.72 to $10.93) per ton, has since the beginning of the South African war been advanced to 65 shillings ($16.79), and this increase in the freight adds 3½ per cent to the cost of the material. The best retail market for American sole leather has been the province of Istria. During the past year, however, the demand for our product has fallen off there very rapidly, and dealers state that this market is now practically lost. This is much to be regretted, for in a conservative country, such as this is, markets, like reputations, are not easily gained, and those which have been lost are hard to recover. I learn that Australian sole leather was once extensively used in this country. The large demand for their ware led the manufacturers gradually to increase prices. When, however, Australian quotations reached a certain limit, consumers began to look around for other sources of supply. American leather was introduced. Australian imports grew less and less, and finally stopped.

Our ware is now being supplanted in this district by the home product, and it is high time for our tanners to realize that there is great danger of losing this market entirely. The total value of hemlock sole leather imported at Trieste was about $200,000 in 1898, and only $108,000 in 1899. There was, therefore, a loss of nearly 50 per cent in one year.

The Austrian customs duty on sole leather is 15 florins gold per quintal (3½ cents per pound). With such protection and the greatly improved methods of tanning which have been introduced here in recent years, Austrian tanners hope to be able to keep out foreign competition after the imported article has once lost its foothold here. Whether their hopes will be realized remains to be seen.

It is a strange fact that while the importation of American sole leather is on the decrease, that of American tanned kid skins is on the increase. A wholesale dealer in skins informs me that he sells raw Austrian kid skins to United States tanners and at the same time buys from the same parties kid leather. In other words, Austrian skins are sent to America to be tanned and then returned to this country. They pay freight, insurance, and commissions going and coming; they pay, moreover, on being reimported here in an improved condition, a comparatively high import duty, and yet they compete successfully with the home-tanned article.

CORN OIL.

Some American corn oil had recently been imported at Trieste, and could be imported on a much larger scale if it were not for the excessive duty on this article, which is 4 florins gold ($1.62) per quintal, gross weight, or about $2.51 net. This article is treated by the custom-house authorities like edible oils, while importers claim that, inasmuch as it is almost exclusively used for mixing paints and varnishes, and is thus in reality a substitute for linseed oil, it should not be subjected to any higher duty than the latter (2.40 florins gold = $0.97 per quintal). It is believed that the imports of corn oil could at once be quadrupled if the duty thereon were slightly lowered; in other words, if the article were treated by the custom authorities as a substitute for linseed oil instead of olive oil.

HOG PRODUCTS.

Imports of lard and backs were especially brisk and regular during the years 1896, 1897, and 1898, when, owing to the prevalence of hog cholera in Hungary and the very low prices of hog products in the United States, such products could be imported here with profit, notwithstanding the very high customs duty (16 florins gold per quintal) imposed by Austria-Hungary for the protection of the Hungarian farmer. With the disappearance of hog cholera, prices for hog products have gradually gone down in this country, while they have been constantly increasing in America. Four years ago, American lard was quoted at 50 francs ($9.65) per 100 kilograms, f. o. b. Trieste. The present quotation is 95 francs ($18.33). Under these circumstances, further importations are almost out of the question.

SULPHATE OF COPPER.

Although the use of "Bordeaux mixture" to combat phylloxera and other diseases of the grapevine is now quite general in Austria, the imports of sulphate of copper, the principal ingredient of the mixture, decreased from 36,000 quintals in 1898 to 18,000 quintals in 1899. This decrease is probably due to two causes. In the first place, untold numbers of large vineyards, owing to the rather tardy use of the only prophylactic known, have succumbed to the ravages of phylloxera and have been dug up, and new vines of resistant stocks have been planted. In the second place, more systematic and economical methods of spraying have been adopted by Austrian growers.

The bulk of blue vitriol is still imported from Great Britain, but our product is steadily gaining favor in this market. In 1898 Great Britain furnished 61 per cent, and in 1899 only 48 per cent of the total quantity imported at Trieste, while our participation in this trade rose at the same time from 24 to 43 per cent.

In my last year's report, I stated that the Austrian importers complained about the large percentage of loss on American shipments, due to the inferiority of the barrels used. I am glad to be able now to report that a great improvement has taken place in this respect. The quality of the article is also much better, and is, indeed, now fully up to the standard of purity (98–99 per cent). It is stated that the fact which at present results to the disadvantage of our trade is that United States exporters, for reasons unknown, are withholding their offers, whereas English shippers are already making their quotations for January–March shipments.

BICYCLES.

The bicycle is gradually losing its popularity here as elsewhere. The number of machines sold at Trieste was about 1,100 in 1897. In 1898 it fell to 800, and last year to 500. It is difficult to ascertain definitely what percentage of these machines was American, as nearly all bicycles of American origin are imported into Austria via Hamburg and Vienna, and therefore do not appear among the classified imports of Trieste. It is estimated, however, by dealers that the number of American bicycles thus imported was 180 in 1897, 150 in 1898, and 100 in 1899. The Columbia, Cleveland, and Rambler seem to be the American machines most in demand. Some English makes are also imported, but the bulk of imported machines is supplied by Germany, which shares about equally with the home manufacturers the control of the local market.

The duty on each complete machine is 25 florins, gold ($10.05). When, however, separate parts are imported they only pay 25 florins, gold, per 100 kilograms (220.46 pounds).

Two or three years ago, an attempt was made by a local establishment to import the different parts and set up the cycles here, but this proved a failure. The machines required constant repairing, and within eighteen months the capital invested in the undertaking was entirely lost.

The sale of American bicycles would increase considerably in this consular district if the dealers could buy them on credit, as they invariably buy Austrian and German machines. Nine wheels out of ten are sold here on the installment plan. While the majority of retailers are perfectly responsible, they do not have the capital required to discount their bills and to give at the same time from three to six months' credit to their customers.

COAL.

Last February, I called the Department's attention to the great scarcity of American coal in southern Austria,[1] and expressed the opinion that American coal would find here a profitable market. About two months later, the first cargo of United States coal reached Trieste, and seven or eight shiploads of our coal have since been imported.

The total imports so far amount to about 30,000 tons, and about 10,000 tons are contracted for, to be delivered in the near future. Early in the spring, damaging reports were circulated here about the quality of our coal, and these reports probably prevented conservative dealers from making larger purchases. Whatever prejudices may thus have been created have now entirely disappeared; and if our coal does not find here as good a market as in other Mediterranean ports, the existing high freights are solely to blame. In April, the rates from Newport News and Norfolk to Trieste were about 20 shillings ($4.87) per ton, but they have since risen to 22 and 24 shillings ($5.35 and $5.84), and are now about 66 per cent of the total cost of the coal at Trieste. While these conditions exist, great gains in our coal trade at this port need not be expected.

Trieste imports annually about 300,000 tons of bituminous coal, two-thirds of which is supplied by Great Britain. In normal times the freight from Newcastle, or Cardiff, to Trieste is about 10 shillings ($2.43) per ton. During the past six months, however, as much as 15 shillings ($3.65) has been charged. At the present writing, British coals are offered here at the following prices:

	Shillings.		Shillings.
Cardiff I	39 ($9.49)	Lancashire	31 ($7.54)
Cardiff II	35 ($8.52)	Scotch	30 ($7.30)
Yorkshire	32 ($7.79)		

While lower quotations may be looked for in the future, it is not believed that good British coal can ever be bought again in this port for less than 25 shillings ($6.08) a ton. Whether we shall be able to permanently compete with Great Britain in the Adriatic and Eastern Mediterranean depends, in my opinion, entirely upon our ability to successfully solve the problem of low coal freights. British vessels which bring coal to Trieste, as a rule, go from here to the Black Sea, where they obtain remunerative wheat cargoes for home ports. Profitable return cargoes for America are at present out of the question. Hence, unless the ingenuity of the American naval engineer will enable him to construct a collier which will carry a larger quantity of coal at a comparatively cheaper rate than the English colliers do, there is little or no prospect of finding a permanent profitable market for our coal in Austria. If, however, the cost of transportation could be reduced, so that our best coal could be sold here in normal times at prices not exceeding $6 or $6.50 per ton, there is every reason to believe that a large proportion of the supply for southern Austria would be furnished by the United States.

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[1] See Advance Sheets of Consular Reports No. 683.

TRIESTE INDUSTRIES.

Blast furnace.—As stated in last year's report, Trieste is preeminently a commercial city. All her industries are of recent origin. The blast furnace, erected in 1897, has successfully overcome the difficulties of the experimental period and is now quite prosperous. Its daily production is 200 tons of pig iron. The ore is imported from Spain, Greece, and Bosnia. Coke, which up to last year was shipped in from Westphalia, is now manufactured at the works. The establishment is not allowed to sell its product in Trieste, and its supply of ore must be imported by vessels sailing under the Austrian flag. As an offset, it is exempt from all industrial taxes.

Petroleum refinery.—The petroleum refinery in this city has, until recently, imported all its raw material from Russia. On the 1st of January last the import duty on Russian crude oil was increased from 2 to 3½ florins (81 cents to $1.42), gold, per quintal, and this increase compels all Austrian refineries to get their supplies of crude oil from Galicia. How the change will affect the local refinery remains to be seen. It is not at all improbable that the inferior quality of the Galician oil will make it difficult for the coast refineries to keep foreign kerosene out of their territory.

Rice mills.—There are now two large rice mills in this city, which are run to their full capacity. The amount of rice annually imported and hulled here exceeds 75,000 tons, over half of which is reexported to other countries. Both mills obtain their supply of raw material principally from India.

Other industrial establishments.—A number of new industrial establishments were erected here in 1899. As the most important may be mentioned a tile and cement factory, two engine and boiler works, a laboratory for the production of artificial wines, as well as an oleomargarine, a glycerin, and a ceresin factory.

Scythes and sickles.—The manufacturing interests in the northern portion of this consular district are constantly gaining in importance. The scythe and sickle industry in Carinthia and southern Styria may be mentioned as an example. In 1896, the total value of its exports was 3,704,000 crowns ($751,912). In 1897, it rose to 5,380,000 ($1,092,140); in 1898, to 6,204,000 ($1,259,412), and last year to 6,667,000 crowns ($1,353,401). Nearly 75 per cent of these exports goes to Russia. The remainder finds a market in the Balkan States, Italy, and Germany.

HARBOR IMPROVEMENTS.

I stated in my last year's report that the Austrian Government had decided to enlarge the harbor of Trieste, and that the construction of the new quays would be commenced in the month of January of the present year. Unfortunately, differences which arose between the Government and the municipal authorities of Trieste as to the contribution to be made by the city toward paying the expenses of the proposed improvements, delayed entrance upon the work. An agreement has recently been reached, however, by which the municipality binds itself to make a contribution of 1,000,000 crowns ($203,000), and it is announced that the contract for at least a portion of the work will be let without delay.

CHANGES IN POSTAL CHARGES—ABOLITION OF NEWSPAPER TAX.

On January 1, 1900, a number of changes were made in both the domestic and foreign postal dues of Austria-Hungary.

The postage on single letters to countries of the postal union was increased from 10 kreuzers (20 hellers) to 25 hellers (4 cents to 5 cents). A similar change was made as regards the general registration fee. The price of domestic postal cards was raised from 4 to 5 hellers (0.8 cent to 0.9 cent), and the postage on newspapers, other printed matter, and samples of merchandise was lowered from 6 to 5 hellers (1.2 cents to 1 cent) per 50 grams (1¾ ounces).

At the same time the newspaper tax, which was 2 kreuzers on every foreign and 1 kreuzer on every domestic paper received or sold in Austria-Hungary, was abolished. This tax when not paid by the publisher was collected by the postmaster on the delivery of the paper.

It was generally expected that the abolition of this impost would inaugurate an era of cheap papers, but in this expectation the Austrian public has been sadly disappointed. With but few exceptions, the publishers now pocket the "mediæval intelligence tax" for the collection of which they formerly denounced the Government.

AUSTRIAN CURRENCY.

On the 1st of January, 1900, Austria-Hungary made the crown the obligatory unit of value. The difference, however, between the old and the new currency is but little more than theoretical, since the crown is the exact equivalent of half a florin. While the monarchy has by law adopted the gold standard, gold still commands a premium of from 20 to 21 per cent, and only silver and paper money is in circulation. The value of the 8-florin gold coin has ranged during the past year from 19.20 to 19.34 crowns. As this coin is the exact equivalent of the French napoleon, and is therefore worth $3.86 in United States money, it follows that the average value of the crown was only 20.03 cents, against 20.15 cents in 1898.

EXCHANGE.

The depreciation just referred to has raised the purchase price of drafts on New York from 5.02 crowns per dollar to 5.10 crowns. Drafts from the United States can now be sold at from 4.90 to 4.95 crowns per dollar. I stated in my last year's report that accounts between Austria-Hungary and the United States are usually settled by remittances on London. This practice still prevails.

HOW TO EXTEND OUR TRADE.

A good market might be established in this country for American furniture, boots and shoes, machinery, tools, carriages, etc., if our manufacturers would imitate the tactics of their German and British rivals, and open here stores or at least depots of their own. In a recent report to the Department, I made the following statement:

> No native can sell American wares in a foreign country as successfully as an American who is familiar with the language and customs of the country. This has in recent years been demonstrated in every large city of Europe. The American knows what most retailers, in southern Europe at least, still have to learn, viz, how to advertise, how to display goods, how to meet competition, how to gratify and at the same time to educate the popular taste; and, above all, he knows how to "hustle." It is, moreover, difficult to induce a native retailer to buy foreign wares as long as their sale is still in the tentative stage.

I still adhere to these views.

Those of our manufacturers who desire to gain a foreign market for their goods, but find it impracticable to open stores or establish depots abroad, should at least send out energetic agents to introduce their wares. It is essential that such agents speak the languages of the countries to which they are sent. They should carry with them full supplies of samples and be prepared to give any information that foreign merchants may desire concerning packing, freight rates, time of delivery, terms of payment, etc.

Undoubtedly, the least successful way of soliciting trade abroad is by mail, but in many cases no other is available. Nor can it be denied that permanent and exceedingly satisfactory business relations are not infrequently established solely through this channel, by men possessing tact and a disposition to profit by the experience of others.

For the benefit of those of our manufacturers who, while anxious to "expand" are in doubt as to how to proceed, I append the following hints:

1. Do not solicit business by means of circulars. Such mail matter here, as elsewhere, usually goes to the waste-paper basket. The class of merchants with whom it is desirable to do business are always pressed for time, and are therefore compelled to leave the inspection of circulars, illustrated catalogues, and the like to undiscriminating persons. When, however, circulars are sent abroad, the attention of the persons to whom they are addressed should always be directed to them by separate letters.

2. Unless you know that your prospective customer reads and writes English with ease, address him in his own language.

3. Do not send out descriptive circulars without sending price lists along. The best illustrated catalogue without prices arouses but little interest. Few merchants write for prices, and one who does has to wait from three to four weeks for a reply, during which time he may lose his interest in the article, find a nearer source of supply, or wear out the patience of a prospective customer. That quotations are subject to change goes without saying, but approximate prices are always better than no prices at all.

4. For the Continent, reduce all weights and measures as far as possible to denominations of the metric system. I know of an American exporter of lumber who lost—or rather failed to get—one of the

largest and strongest lumber firms in southern Europe as a customer, because he refused to make these calculations.

5. If possible, quote prices for your goods delivered at foreign port.

6. Do not quote prices in dollars, but in the currency of the country with which you seek to do business, or at least in pounds sterling or francs.

7. Ascertain the needs and wants of the country in which you desire to find a market for your ware. Stoves, for instance, are needed at Trieste, but a small stove will answer every purpose. American scales commend themselves everywhere by their simplicity, exactness, and cheapness, but scales which, however excellent, indicate the weight in pounds and ounces, and not in kilos and grams, are practically worthless on the Continent. Our trunks are appreciated for their neatness and convenience; but as on most European railroads the carriage of luggage must be paid for separately, and as the rates are excessively high, light trunks only are in demand.

8. Consult your prospective customers concerning the style in which goods intended for foreign consumption should be manufactured or put up and the manner in which they should be packed. This is important. The conservatism and prejudice of the foreign customer are factors to be reckoned with. His fancy may require that an article have a certain weight, measure, form, color, or label; and if his custom is desired, his tastes must be respected. Furthermore, packing that may answer every purpose in one country may be wholly insufficient in another. In mountainous countries like this, with few railroads but many steep and stony roads, where goods sometimes have to be carted or carried on mules' backs for long distances, the most substantial packing is none too strong. In other countries, such packing would be wasteful, especially if their customs laws make insufficient allowance for tare.

9. Make yourself familiar with the customs laws of the country in which you seek business, at least as far as they appertain to the commodities which you desire to export. It is important to know whether your ware pays a specific or an ad valorem duty. Thus, in Austria the importation of heavy oak furniture, of heavy boots, of clumsy tools, etc., does not pay, for all duties are specific, and the finer, lighter, and more costly articles often pay much lower duties than coarser and cheaper goods. Then, the allowance for tare differs greatly in different commodities. In some instances, the duty is levied on the net and in others on the gross weight. In certain cases there is not only no allowance made for tare, but a higher rate of duty is even imposed on its account. Thus, where dried fish is packed in salt, the sale of which in Austria is a government monoply, the salt pays a higher duty per kilogram than the article for the preservation of which it is added. Nonattention to these matters has ruined many a promising trade.

10. It is always advisable to commence exportations to Austria on a small scale, or, rather, to commence with a trial shipment, since it is impossible to ascertain, except by an actual entry, how a new article will be treated. Appraisers are guided by precedents, and when they once have passed upon certain articles, the importer knows exactly what duties he will have to pay thereon in the future.

11. American manufacturers and exporters should bear in mind that in southern Europe long credits are customary. Many a merchant with a good bank account will not discount his bills, because he has

never done so. As a rule, cash is paid only for staple commodities. In many lines of business, a six months' credit is not unusual, and as such credit has been given from time immemorial, it is demanded as a matter of right. Those British and German manufacturers who have learned to accommodate themselves to these conditions do here a large and profitable business. It would be an idle task for us to try to reform existing business methods. We must either do as others do or renounce the field.

FREDK. W. HOSSFELD, *Consul.*

TRIESTE, *October 30, 1900.*

Statement showing the imports of Trieste, Austria, for the year ended December 31, 1899.

[Quintals of 220.46 pounds.]

Description.	Quantity.	Value.	Countries from which imported.
Textile fabrics and yarn	227,369	$26,989,450	Italy, Turkey, Great Britain, Austria-Hungary, Greece, France, Belgium, Egypt.
Cotton, raw	543,175	9,260,220	India, Egypt, United States, Great Britain, Turkey, Cyprus, Candia, Austria-Hungary, Italy.
Sugar	1,613,249	9,166,777	Austria-Hungary, France, Great Britain.
Coffee	473,566	8,459,783	Brazil, Germany, Great Britain, Italy, Netherlands, France, India, Egypt, United States, Aden, Austria-Hungary, Denmark, Gibraltar, Greece, Portugal, Roumania, Russia, Turkey.
Tobacco, etc	100,629	8,056,837	Austria-Hungary, Turkey, Egypt, China, Greece, India, France, Malta, Montenegro.
Fruit	1,198,591	6,305,056	Italy, Austria-Hungary, Greece, Turkey, Egypt, France, Cyprus, India, Great Britain, Malta, Spain, Candia.
Rice	699,392	4,543,250	India, Japan, Italy, Germany, Great Britain, Austria-Hungary, Egypt, France, Netherlands, Bulgaria, Greece.
Iron and ironware	720,844	4,491,053	Great Britain, United States, Greece, Italy, Netherlands, Roumania, Turkey, Egypt, India, Germany, Austria-Hungary, France, Candia.
Wine	712,027	4,088,613	Italy, Austria-Hungary, Greece, Turkey, Cyprus, Egypt, France, Candia, Malta, Algeria, Spain.
Metals and metal ware	148,620	4,062,669	Austria-Hungary, Great Britain, United States, France, Italy, Egypt, Greece.
Skins, raw	119,470	4,011,365	Turkey, Austria-Hungary, France, Greece, Cyprus, Egypt, Italy, Germany, Great Britain, Belgium, Netherlands, Bulgaria, Tunis, Brazil, Uruguay, China, United States, Russia.
Wood	2,307,849	3,889,860	Austria-Hungary, Italy, Great Britain, United States, Turkey, Russia, France, Germany, Netherlands, India.
Paper, pasteboard, etc	368,195	3,101,638	Austria-Hungary, Italy, United States, Greece, France, Turkey, Great Britain, Egypt, Germany, China, Netherlands.
Clothing and millinery	7,686	2,496,418	Italy, Turkey.
Hats, etc	8,124	2,473,758	Do.
Indigo	9,318	2,269,865	Italy, India, Egypt, Germany, Netherlands, France, Greece, Great Britain.
Cotton oil, sesame oil, etc	216,866	2,239,939	United States, Italy, Great Britain, Turkey, Egypt, France.
Corn	628,962	1,994,153	Turkey, United States, Russia, Roumania, Italy, Greece, Austria-Hungary, India.
Hardware	26,949	1,819,205	Italy, Turkey, Egypt, Japan, Great Britain, Austria-Hungary, France, Greece, Malta, United States, India.
Flour	357,307	1,740,800	Austria-Hungary, Italy, United States, France, Turkey, Greece, Great Britain.
Alcohol and liquors	110,894	1,722,238	Austria-Hungary, Roumania, France, Turkey, Great Britain, Greece, Italy, Egypt.
Minerals, diverse	1,145,698	1,395,460	Greece, Austria-Hungary, Spain, Turkey, Great Britain, Italy.
Wool, raw	38,087	1,312,657	Italy, Turkey, Australia, Russia, Austria-Hungary, Greece, France, Great Britain, Candia, Gibraltar, Montenegro, Roumania, Egypt, Tripoli, Algeria.
Seeds, diverse	286,745	1,311,515	India, Africa, France, Turkey, Italy, Netherlands, China, Egypt, Greece, Germany, Great Britain, Russia.

Statement showing the imports of Trieste, Austria, for the year ended December 31, 1899—Continued.

Description.	Quantity.	Value.	Countries from which imported.
Mineral oil and lubricating oil.	460,500	$1,279,197	Russia, United States, Italy, Great Britain, Germany, Belgium, Austria-Hungary, France, Roumania.
Coal and coke	3,107,777	1,261,757	Great Britain, Austria-Hungary, Netherlands, Italy, Turkey, Greece, Belgium, United States.
Animals (cattle)	[1]19,784	1,204,846	Austria-Hungary.
Tea	10,753	1,200,572	Germany, Italy, China, Egypt, Great Britain, Turkey, Russia, Netherlands, India.
Drugs	44,968	1,108,160	India, Germany, Great Britain, United States, Netherlands, Turkey, China, Egypt, Austria-Hungary, France, Aden.
Wood ware	67,232	1,107,499	Italy, United States, France, Austria-Hungary, China, Germany, Great Britain, Egypt, Turkey.
Olive oil	68,585	1,002,438	Italy, Austria-Hungary, Candia, Turkey, Spain, Montenegro, Greece, France, Malta, Algeria, Tunis.
Paraffin, ceresin, etc	47,631	966,457	United States, Great Britain, Germany, India, Italy, Austria-Hungary, Belgium, Bulgaria.
Butter, bacon, and lard	48,131	961,515	United States, Great Britain, Austria-Hungary, Italy, Turkey.
Glassware, etc	87,002	891,332	Austria-Hungary, Italy, Great Britain, Turkey, Greece.
Nutgall, etc	191,783	856,503	Turkey, Greece, Candia, India, Italy.
Silk scraps	6,096	816,742	Italy, Russia, France, Turkey, Egypt, Greece, Great Britain.
Skins, tanned	12,068	813,549	Italy, Egypt, United States, Brazil, Greece, Turkey, Austria-Hungary, France, Germany, Great Britain.
Machines and parts of machines.	37,424	762,973	Great Britain, United States, Italy, Germany, Austria-Hungary, France, Belgium, Egypt, Netherlands, Candia, Turkey.
Sponges	2,646	751,993	Turkey, Greece, Italy, United States, Tripoli, Tunis, Austria-Hungary, Great Britain, Netherlands.
Beer	125,613	611,987	Austria-Hungary, Netherlands.
Gum and rosin	20,876	587,565	France, India, Egypt, Italy, Aden, Great Britain, Turkey, Austria-Hungary, Germany, Netherlands.
Insect flowers and powder	12,469	556,866	Austria-Hungary, Egypt, Turkey.
Tartar	26,446	522,924	Italy, Greece, Austria-Hungary, Candia, Turkey, Algeria, France, Netherlands, Russia.
Matches, etc	60,736	517,835	Germany, Italy, Great Britain, Austria-Hungary.
Pulse, potatoes, etc	337,437	499,065	Austria-Hungary, Italy, Malta, Greece, Egypt, Algeria, Roumania, France, Turkey.
Pease, dried	130,181	482,081	Turkey, Russia, Austria-Hungary, France, Greece.
Instruments, scientific	1,433	465,438	Great Britain.
Leather goods	2,862	418,310	Turkey, Austria-Hungary, Italy, Great Britain.
Hemp	24,194	412,556	Italy, Turkey, Austria-Hungary, Great Britain, Greece.
Books and printing, diverse	3,337	406,447	Italy, United States, Austria-Hungary, Greece, Turkey.
Cork and cork ware	13,952	381,088	France, Italy, Algeria, Germany.
Fish, fresh and canned	20,688	361,855	Austria-Hungary, Italy, Turkey.
Cheese	11,010	357,605	Italy, Austria-Hungary, Greece, France, Turkey, Netherlands.
Watches, and parts of	2,935	357,483	Russia, Turkey.
Caoutchouc, diverse	1,938	347,033	France, Italy.
Instruments, musical	3,850	343,466	Austria-Hungary, Germany, Italy, Greece, Bulgaria, Turkey.
Rosin	139,072	338,779	United States, Greece, France, Germany, Italy.
Viands, diverse	12,020	331,848	Austria-Hungary, Italy, France, Great Britain, United States, India, Germany, Greece, Turkey, Egypt.
Bran	169,857	331,017	Italy, Turkey, Bulgaria, Roumania, Austria-Hungary, France, Greece, Russia, India.
Tallow	26,556	312,670	United States, Great Britain, Austria-Hungary, France, Netherlands.
Sulphur	153,045	310,681	Italy, France, Austria-Hungary.
Mother-of-pearl	7,614	309,128	Massowah, Aden, Italy, Egypt, India, China, Japan, France, Germany, United States.
Ethereal oils, essences (aromatical), and perfumery.	2,608	270,347	Italy, China, Turkey, Great Britain.
Colors, prepared	7,801	269,213	Great Britain, Germany, Italy, Egypt.
Chemical products	7,942	267,716	Italy, Austria-Hungary, Great Britain, Belgium, Germany.
Meat, fresh, canned and dried.	8,432	$246,749	United States, Austria-Hungary, Great Britain, Italy.

[1] Pieces.

Statement showing the imports of Trieste, Austria, for the year ended December 31, 1899—Continued.

Description.	Quantity.	Value.	Countries from which imported.
Porcelain	11,765	$238,830	Austria-Hungary, Italy.
Intestines and bladders	4,805	226,296	Turkey, Egypt, Argentina, Italy, Russia, Bulgaria, France, Greece, Austria-Hungary.
Cocoa	7,772	220,880	Germany, Great Britain, France, Italy, Brazil, Netherlands, Austria-Hungary, Portugal.
Tar, coloring extracts of	2,690	218,428	Italy.
Mineral water	32,204	209,197	France, Italy, Belgium, Austria-Hungary.
Charcoal	169,277	206,179	Not reported.
Wax, animal and vegetable	3,325	195,743	Egypt, Japan, United States, Austria-Hungary, Germany, Italy, Turkey, Massowah, France, Great Britain, Gibraltar, Netherlands, India.
Silk, raw	1,262	179,330	Greece, Turkey, Russia, Austria-Hungary, France, Italy.
Jet goods	5,475	177,828	Italy.
Extracts for tanning and dyeing.	12,887	175,286	Austria-Hungary, Italy, France, Belgium, Great Britain, Netherlands, Germany, Argentina.
Ultramarine	3,364	163,894	Austria-Hungary.
Earthenware	10,926	159,808	Italy, Great Britain, Austria-Hungary, France, Belgium, Germany, Roumania, Turkey.
Meerschaum	1,429	156,647	Turkey.
Turners' work, etc	3,856	156,554	Turkey, Italy.
Bricks and tiles	373,243	151,537	Italy, Austria-Hungary, Great Britain.
Fats, diverse	18,517	142,840	United States, Great Britain, Belgium, Germany, Austria-Hungary, Italy.
Quicksilver	1,139	138,730	Not reported.
Stone and stoneware	212,515	130,306	Austria-Hungary, Italy, Greece, France.
Vitriol	22,720	129,140	Great Britain, United States, Germany, Austria-Hungary.
Palm oil, cocoa, and vegetable tallow.	11,914	125,764	India, United States, Great Britain, France, Germany, China, Japan.
Ropes, manufactured (cordage).	4,648	122,661	Italy, Austria-Hungary, Great Britain.
Furs, diverse	774	120,984	Turkey, Greece, Italy, Austria-Hungary.
Arms and parts of arms	1,485	120,562	Greece, France.
Jute	15,727	108,547	India, Great Britain, Italy, France.
Malt	20,312	107,207	Not reported.
Brushes, brooms, and similar manufactures.	1,732	98,932	Italy, Austria-Hungary.
Sumac	31,804	96,843	Turkey, Italy, Austria-Hungary, Montenegro, Candia, Greece, France.
Explosive materials and powder.	2,298	95,572	Austria-Hungary.
Upholstery, etc	467	94,801	Italy, Turkey.
Medicines, prepared	777	94,639	Italy, Great Britain, France, Austria-Hungary.
Engravings and chromos	339	82,580	Not reported.
Candles, diverse	3,670	78,983	France, Belgium, Italy, Austria-Hungary, Great Britain, Netherlands.
Borax	7,383	77,935	Turkey, Italy, Great Britain, Germany.
Surrogates of coffee	7,691	74,941	France.
Chocolate, and surrogates of same.	1,489	73,753	Austria-Hungary, Italy.
Hops	1,121	72,820	Egypt, Italy.
Soap	6,750	71,253	Austria-Hungary, United States, Italy, France, Greece, Candia, Great Britain, Turkey.
Opium	145	70,644	Turkey.
Dyewood	18,680	68,258	Turkey, India, Greece, Germany, Italy, France.
Cement and cement ware	77,348	65,005	Italy, France, Austria-Hungary, Roumania.
Hats, diverse	213	64,859	Italy.
Saltpeter	14,832	63,229	Chile, Germany, Great Britain, Italy.
Vegetable hair	25,781	62,803	Algeria, Austria-Hungary, Great Britain, Italy, India, France, Greece.
Dough	6,026	61,164	Italy, France, Austria-Hungary.
Yeast	2,231	58,876	Not reported.
Antimony	2,978	58,035	Turkey, Egypt.
Fish oil	5,842	54,553	Great Britain, Germany, Turkey, Japan, United States, Netherlands, Italy, Roumania.
Stearin	2,669	52,018	United States, Great Britain, France, Belgium, Netherlands.
Soda and potash	22,447	51,867	Great Britain, France, Italy, Austria-Hungary, Belgium, Turkey.
Glues, diverse	3,826	49,707	Austria-Hungary, Italy, France, Germany, United States.
Asphaltum	20,051	48,844	Austria-Hungary, Italy, India, Turkey, France, Germany.
Varnish	1,995	48,598	Great Britain, Italy, Austria-Hungary, Malta, Turkey.
Oilcloth, asphalt cloth, linoleum, etc.	1,051	46,938	Great Britain, France.

Statement showing the exports of Trieste, Austria, for the year ended December 31, 1899.

[Quintals of 220.46 pounds.]

Description.	Quantity.	Value.	Countries whither exported.
Textile fabrics and yarn	195,655	$22,244,873	Austria-Hungary, Turkey, India, Egypt, Greece, Bulgaria, Italy, Montenegro, Candia, Roumania, Russia, China, Japan, Aden, Tripoli.
Cotton, raw	561,508	9,574,834	Italy, Austria-Hungary, Turkey, Spain, Great Britain, Russia, Egypt, Roumania, Bulgaria.
Coffee	496,061	8,861,634	Austria-Hungary, Italy, Roumania, Greece, Turkey, Russia, Egypt, Malta, Montenegro, Belgium, Bulgaria, Candia, Germany, France, Great Britain, Spain, Netherlands, India, Cyprus, United States, Tripoli, Tunis.
Sugar	1,498,268	8,459,206	Italy, India, Turkey, Egypt, Aden, Austria-Hungary, Bulgaria, Candia, Great Britain, Greece, Malta, Montenegro, Portugal, Roumania, Cyprus, Africa, Persia, Massowah, China, Japan, Tripoli, Tunis, United States.
Tobacco, etc	89,005	6,057,703	Egypt, Austria-Hungary, United States, Turkey, Aden, Great Britain, Malta, Algeria.
Fruit	1,151,244	5,997,192	Austria-Hungary, Italy, India, Egypt, Russia, Roumania, Bulgaria, Great Britain, Germany, Turkey, United States, Netherlands, Brazil, Tunis, Malta, Aden.
Wood	2,681,842	4,814,510	Austria-Hungary, Italy, Turkey, Egypt, Greece, France, Algeria, Spain, Malta, Montenegro, Cyprus, China, Portugal, Aden, India, Persia, Massowah, Tripoli, Tunis.
Skins, raw	130,948	4,690,676	Austria-Hungary, France, Germany, Great Britain, United States, Russia, Turkey, Greece, Roumania, Spain, Italy, Montenegro, Bulgaria, Belgium, Netherlands.
Clothing and millinery	18,452	4,369,210	Turkey, Egypt, United States, Austria-Hungary, Bulgaria, Greece, Candia, Italy, Malta, Russia, Roumania, India, Tunis.
Metals and metalware	142,979	3,928,156	Germany, Austria-Hungary, Greece, Great Britain, Russia, India, Turkey, China, Egypt, Bulgaria, Italy, Aden, Japan, Brazil, Tunis.
Iron and ironware	1,094,353	3,617,641	Austria-Hungary, Turkey, Spain, Russia, Italy, France, Great Britain, India, Roumania, Tunis, Tripoli, Montenegro, Aden, China, Brazil, Japan.
Wine	607,416	3,472,050	Italy, Austria-Hungary, France, Germany, Egypt, China, Turkey, Netherlands, Bulgaria, Belgium, Great Britain, Greece, Russia, India, Japan, United States, Brazil, Argentina.
Paper, pasteboard, etc	329,659	2,822,280	Austria-Hungary, Bulgaria, Candia, Greece, Italy, Malta, Russia, Turkey, Cyprus, India, China, Philippine Islands, Egypt, Tripoli, Tunis, Brazil, Spain.
Olive oil	174,739	2,553,985	Austria-Hungary, Italy, Malta, Great Britain, Bulgaria, Germany, Greece, Netherlands, Roumania, Russia, Turkey, Cyprus, Aden, China, India, Egypt, Massowah, United States.
Rice	367,504	2,265,506	Austria-Hungary, Belgium, Turkey, Greece, Italy, Malta, Egypt, Tunis, Aden, Cyprus, Russia, Roumania, Montenegro, Candia, China.
Indigo	9,150	2,228,940	Italy, Turkey, Austria-Hungary, Bulgaria, Germany, Great Britain, Russia, Spain, France, Cyprus, Egypt.
Alcohol and liquors	113,129	1,873,487	Austria-Hungary, Candia, France, Greece, Italy, Malta, Turkey, Russia, Roumania, Egypt, India, Japan, Tripoli, Tunis, Massowah, Germany, Great Britain, Netherlands, Brazil, United States.
Hardware	20,724	1,769,815	Austria-Hungary, Italy, Turkey, India, Egypt, Tunis, Bulgaria, Candia, Greece, Malta, Roumania, Russia, Cyprus, China, Japan, Tripoli, United States.
Cotton oil, sesame oil, etc	127,493	1,675,866	Austria-Hungary, Italy, Malta, Egypt, Roumania, Massowah, Turkey, Greece, Bulgaria, Italy, Great Britain.
Flour	280,015	1,364,233	Austria-Hungary, Great Britain, Italy, Turkey, Massowah, Africa, Brazil, Candia, France, Greece, Malta, Netherlands, Aden, India, Egypt, Tunis, Zanzibar.
Wool, raw	87,330	1,288,258	Italy, United States, Austria-Hungary, Great Britain, Turkey.
Silk scraps	9,349	1,252,579	France, Great Britain.
Drugs	42,831	1,094,294	Austria-Hungary, Bulgaria, Candia, Greece, Italy, Roumania, Russia, Spain, Turkey, Egypt, Cyprus, Tripoli, Belgium, Germany, Great Britain, India, United States.

Statement showing the exports of Trieste, Austria, for the year ended December 31, 1899—Continued.

Description.	Quantity.	Value.	Countries whither exported.
Woodenware	50,487	$1,024,142	Austria-Hungary, Turkey, India, Brazil, Italy, Bulgaria, Candia, France, Greece, Spain, Russia, Malta, Cyprus, Aden, China, Egypt, Tunis, Algeria.
Butter, bacon, and lard	52,832	983,497	Austria-Hungary, Greece, Turkey, Cyprus, Egypt, Candia, Italy, Germany.
Mineral oil and lubricating oil.	319,978	976,611	Austria-Hungary, Greece, Italy, Montenegro, Turkey, Egypt, Roumania, India.
Skins, tanned	12,224	858,554	Austria-Hungary, Greece, Turkey, Russia, Bulgaria, Italy, Malta, United States, Egypt.
Tea	7,475	834,584	Germany, Austria-Hungary, Great Britain, Netherlands, Roumania, Turkey, Egypt.
Corn	254,761	798,807	Austria-Hungary, Italy, Malta, Turkey, France, Massowah, Egypt, Great Britain, Bulgaria, Greece, Netherlands, Japan, Algeria.
Nutgall, etc	176,715	789,209	Italy, Austria-Hungary, Belgium, Germany, Great Britain, Netherlands, Russia, Turkey.
Paraffin, ceresin, etc	38,468	780,167	India, Spain, Italy, United States, Austria-Hungary, Belgium, Candia, Bulgaria, France, Germany, Great Britain, Greece, Malta, Portugal, Netherlands, Roumania, Russia, Turkey, India, Cyprus, China.
Glassware, etc	65,341	674,396	Austria-Hungary, Greece, Italy, Russia, Turkey, Bulgaria, Candia, Malta, Roumania, Cyprus, Aden, Persia, Egypt, India, China, Japan, Tunis, Africa, Brazil.
Beer	134,552	655,537	Austria-Hungary, Candia, Egypt, Turkey, Greece, Aden, Bulgaria, Malta, Montenegro, Russia, Italy, Cyprus, India, China, Massowah, Africa.
Fish, fresh and canned	82,295	651,169	Austria-Hungary, Italy, Egypt, Candia.
Sponges	2,065	586,873	United States, Turkey, Greece.
Tartar	29,275	555,577	United States, Italy, Turkey, Great Britain, Austria-Hungary, Bulgaria, France, Germany, Egypt, Algeria.
Gum and rosin	19,784	505,707	Great Britain, Italy, Germany, France, Austria-Hungary, Greece, Spain, Netherlands, Russia, United States, Turkey, Egypt.
Matches, etc	56,382	480,713	Turkey, China, Austria-Hungary, Bulgaria, Candia, Greece, Cyprus, Aden, Persia, Montenegro.
Ethereal oils, essences (aromatic), and perfumery.	2,298	463,274	Turkey, India, China, Egypt, United States.
Tallow	38,911	458,138	Austria-Hungary, Italy, India, Turkey.
Insect flowers and powder	10,235	457,095	United States, Great Britain, France, Italy, Austria-Hungary, Egypt, Germany, Russia, Japan, Argentina.
Pulse, potatoes, etc	295,789	440,498	Austria-Hungary, Italy, Egypt, Turkey, Candia, Malta, Greece, Aden, India, Africa.
Machines and parts of machines.	20,697	425,885	Austria-Hungary, Italy, Turkey, Egypt, Bulgaria, Great Britain, France, Greece, Russia, India.
Pease, dried	107,252	396,505	Austria-Hungary, Candia, France, Great Britain, Gibraltar, Greece, Italy, Malta, Portugal, Spain, Turkey, Cyprus, Aden, Egypt, Tripoli, Tunis, Massowah, United States, Africa, Brazil.
Leather goods	2,576	376,508	Austria-Hungary, Egypt, Turkey, India, Greece, Italy, Malta, Russia.
Books and printing, diverse.	3,082	375,388	Austria-Hungary, Greece, Turkey, India, Egypt.
Caoutchouc, diverse	1,981	360,617	Turkey, India, Egypt, Greece, China, Austria-Hungary.
Viands, diverse	12,529	345,901	Austria-Hungary, Italy, Turkey, Egypt, Russia, United States.
Hemp	19,995	340,955	Austria-Hungary, Great Britain, Greece, Turkey, Brazil, Germany, Roumania.
Soap	32,159	339,470	Austria-Hungary, Turkey, India, China, Egypt, Montenegro, Cyprus
Watches, and parts of	2,639	321,430	Italy, Turkey, India, Egypt, Greece, Russia, Austria-Hungary.
Cork and cork ware	11,742	314,731	Austria-Hungary, Egypt.
Sulphur	151,392	307,326	Austria-Hungary, India, Brazil, Turkey, Bulgaria, Roumania.
Hats, etc	995	302,978	India, Turkey, Austria-Hungary.
Bran	153,814	299,753	Austria-Hungary, Netherlands.
Mother-of-pearl	7,369	299,181	Turkey, Italy, Germany.
Instruments, musical	3,792	274,659	Candia, Russia, India, Turkey, Egypt, Italy, Austria-Hungary, Greece.
Seeds, diverse	42,940	266,757	Egypt, Italy, Austria-Hungary, France, Greece, Great Britain, Malta, Tunis, United States.

Statement showing the exports of Trieste, Austria, for the year ended December 31, 1899—Continued.

Description.	Quantity.	Value.	Countries whither exported.
Medicines, prepared	2,186	$266,255	Austria-Hungary, India, Japan, Turkey, Egypt.
Rosin	108,877	265,224	Italy, Bulgaria, Austria-Hungary, Germany, Turkey, Roumania, Greece, United States.
Oil cake	108,212	263,604	Great Britain, Italy, Germany, Austria-Hungary, Netherlands.
Colors, prepared	7,422	256,133	Turkey, India, Austria-Hungary, Bulgaria, France, Greece, Italy, Roumania, Egypt, Russia, Japan.
Oil (palm and cocoa) and vegetable tallow.	24,110	254,505	Italy, Austria-Hungary, Roumania, Turkey.
Intestines and bladders	5,088	239,625	Germany, Italy, France, Turkey, United States.
Jet goods	7,212	234,246	India, Turkey, Italy, Egypt, Bulgaria, Greece, Malta, Russia, Aden, Tripoli, Tunis, Africa.
Oilcloth, asphalt cloth, linoleum, etc.	5,215	232,902	Italy, Turkey, Egypt, Austria-Hungary, Greece, Roumania.
Coal and coke	581,366	215,735	Italy, Austria-Hungary, Montenegro.
Dough	21,087	214,033	Austria-Hungary, Great Britain, Turkey, United States, Montenegro, Cyprus.
Cocoa	7,158	203,430	Italy, Austria-Hungary, Russia.
Gold coin	3	199,908	Malta, Egypt, Turkey.
Manure	157,430	191,750	Italy, India, Austria-Hungary.
Quicksilver	1,481	180,386	India, China, Italy, France, Turkey, Africa.
Instruments, scientific	507	164,674	Greece, Turkey, Russia, Austria-Hungary, Italy, Great Britain, Egypt.
Porcelain	8,049	163,395	Turkey, Austria-Hungary, Greece, Egypt, Bulgaria, Italy, Roumania, Russia, Cyprus, India, Candia.
Mineral water	24,592	159,750	Italy, Russia, Turkey, Austria-Hungary, Greece, Malta, Egypt, United States, Bulgaria, Candia, Great Britain, Roumania, Spain, India, Japan, Tunis, Brazil, Argentina.
Wax, animal and vegetable	2,657	156,418	Germany, Italy, Great Britain, Austria-Hungary, Russia, Turkey.
Ropes, manufactured (cordage).	5,659	149,341	Egypt, Austria-Hungary, Candia, Greece, Roumania, Russia, Turkey, India.
Meerschaum	1,356	148,645	Not reported.
Fats, diverse	17,367	133,969	Egypt, Turkey, Austria-Hungary, Greece, Italy, Russia, Aden.
Vitriol	22,760	129,368	Austria-Hungary, Italy, Greece, Turkey, Montenegro, Roumania.
Cheese	3,970	128,946	Austria-Hungary, Italy, Russia, Turkey, Egypt, Candia, Roumania, Tunis, United States.
Earthenware	8,318	127,016	Austria-Hungary, Greece, Italy, Russia, Turkey, India, Egypt, Malta, Montenegro, Aden.
Ultramarine	2,405	117,172	Turkey, Egypt, Austria-Hungary, Greece, Bulgaria, United States.
Borax	10,795	113,952	Austria-Hungary, Greece.
Brushes, brooms, and similar manufactures.	3,527	112,746	Turkey, India, Austria-Hungary, Greece, Bulgaria, Italy, Russia, Egypt.
Silver coin	56	106,975	India, Aden.
Jute	14,909	102,902	Italy, Austria-Hungary, Turkey.
Chemical products	3,313	100,881	Austria-Hungary, Greece, Russia, Candia, Italy, Spain, Turkey, Egypt, Tunis.
Sumac	30,933	94,191	Austria-Hungary, Germany, Great Britain, Netherlands, United States, Italy.
Dyewood	24,457	89,366	Italy, United States, Turkey, Great Britain, Austria-Hungary, Belgium, Bulgaria, Candia, Germany, Greece, Netherlands, Cyprus, Egypt.
Stone and stoneware	69,797	88,116	Austria-Hungary, Greece, Turkey, Egypt, Great Britain, Russia, India, United States, Roumania.
Tar coloring, extracts of	1,079	87,615	Turkey, Bulgaria, Egypt, Austria-Hungary, Greece, India.
Extracts for tanning and dyeing.	14,207	78,736	Great Britain, Germany, Italy, Netherlands, Japan, Belgium, Russia, Roumania, Austria-Hungary, Japan.
Furs, diverse	457	78,397	Turkey, Austria-Hungary,
Upholstery, etc	366	74,298	Egypt, Turkey, Greece.
Candles	2,143	72,326	Austria-Hungary, Turkey, Greece, Italy, Russia, India, Egypt, Tunis.
Hats, diverse	226	68,817	Austria-Hungary, Bulgaria, Turkey, Egypt.
Explosive materials and powder.	971	67,843	Egypt, Austria-Hungary, Turkey, Greece.
Chocolate, and surrogates of.	1,363	67,512	Austria-Hungary, Italy, Turkey, Roumania, Bulgaria, Malta, Egypt.
Antimony	3,453	67,292	United States, Great Britain, Italy, Netherlands, Turkey.
Vegetable hair	25,463	62,028	Austria-Hungary, Italy, Greece, Turkey.
Asphaltum	25,323	61,687	Germany, India, Austria-Hungary, Greece, Italy, Netherlands, United States, Egypt.

Statement showing the exports of Trieste, Austria, for the year ended December 31, 1899—Continued.

Description.	Quantity.	Value.	Countries whither exported.
Meat, fresh, canned, and dried.	1,878	$60,503	Austria-Hungary, Greece, Italy, Turkey, Egypt, Belgium, United States.
Opium	117	57,002	Turkey.
Fish oil	5,903	55,122	Turkey, Italy, Austria-Hungary, Greece, Candia, Massowah.
Silk, raw	366	52,009	Italy.
Varnish	2,013	49,037	Austria-Hungary, Greece, Italy, Russia, Turkey, Japan, Egypt.
Engravings and chromos	181	44,092	Turkey, Egypt, Greece, Bulgaria.
Hops	638	41,444	India, Turkey, Russia, Greece, Egypt.
Glues, diverse	2,997	38,937	Austria-Hungary, Great Britain, Italy, Russia, Egypt, Greece, Turkey, United States, Australia.

BUDAPEST.[1]

Eighteen hundred and ninety-nine has been officially declared in Hungary to have been a bad year, owing to three things—first, the remarkable decline in economic enterprises; second, the fall in prices of agricultural products, and last, the remarkable rise in prices of industrial articles. These would appear, however, to be the symptoms of the politico-economic change, signalized by the failure of the proposed new commercial compact between Hungary and Austria, the old one having expired December 31, 1897, and the temporary prolongation of the same having also expired December 31, 1898.

Exports exceeded imports, however, for the first time since 1895, by nearly 2,000,000 crowns (say $400,000), and the harvests also turned out well.

The amount of imports decreased, while their value increased, the increase falling principally to textiles, for which Hungary paid good prices, and proved herself an excellent customer. The importation of grain, however, decreased in value as well as in amount. Hungary also paid high for her coal, and imported less fuel of other sorts.

By an examination of the total imports with respect to raw materials as opposed to manufactures, the statistical office finds nearly 1,000,000,000 crowns (say $200,000,000) paid for the latter, a sum greater than in any previous year. This settles the question whether Hungary is a good market for manufactures or not.

Animal and mineral, but not vegetable, raw materials for industrial purposes are being more and more imported. Raw tobacco, sawn lumber, and jute have, nevertheless, been paid for at good prices.

Hungary's total export for the last five years shows constant fluctuation. More raw materials for industrial purposes have been exported each year, but these form only a quarter of the total export of raw materials.

The export of metal wares and machines (principally motors and torpedoes) has more than doubled in the last five years. The statistical office points out this year the lack of reliable data as to the origin of imports into Hungary, such as the provisions of the law of 1895, which made declarations as to the origin of goods obligatory upon importers (as distinguished from ports or countries of export required by the law of 1881) would lead one to expect from the statistics taken of late.

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[1] The lands of the Hungarian Crown, which form the district of the consulate at Budapest, consist of Hungary proper (including Transylvania), the allied province of Croatia-Slavonia, and the port and district of Fiume. All three are under the jurisdiction of the royal Hungarian ministers of commerce and agriculture, at Budapest.

TRADE WITH THE UNITED STATES.

Statistics of the trade between the United States and Hungary have usually been included in the report of the consul-general, covering the whole of the Austro-Hungarian monarchy. In addition to what has been reported from Vienna, however, I give below the Hungarian view of this trade for 1899.

The statistical office says:

> Our import from the United States of North America from 1896 to 1898 increased rapidly, but suddenly fell off last year. This decline in the import must be explained by the falling off in lard, raw cotton, and raw tobacco. Our export exhibits great fluctuations, the greatest having been in 1897, in which year we were able to put raw sugar to the value of 6,990,000 crowns (say $1,400,000) on the market of the Union. The export of raw sugar almost entirely ceasing in 1898, in consequence of the high duty on the same, the value of our export sank from 7,600,000 to 2,110,000 crowns ($1,540,000 to $430,000). Last year, the total export to the United States noticeably increased, of which the larger part was again raw sugar. The other articles of export are much less important; among them may be mentioned mineral water, beans, medicinal herbs, crude magnesite, and potash.

The following statistics may be of interest to exporters.

Hungary imported tobacco (mostly raw) as follows:

From—	1898.	1899.
United States	$325,579.53	$84,386.69
Cuba, etc	273,109.30	98,253.22
Philippine Islands	11,106,22	469,825.43

Some explanation for these figures is to be found in the remarks of the statistical office above quoted.

Hungary imported other articles from the United States, in 1898, as follows:

Mineral oils	$137,205.47
Fats (butter, lard, bacon, paraffin, spermaceti, vaseline, tallow, palm oil, cocoanut oil, blubber, marrow, leather grease)	473,435.22
Scientific and musical instruments	40,443.69
Cotton	296,139.90
Machines	167,116.13
Ironware	39,960.96
Gums and resins	8,678.56
Foods (sago, herring, caviar, pressed meats, fruits, and fish)	37,537.57
Metals (lead, copper, brass ware, alloys)	4,967.00
Minerals (graphite, iron ore, talc, phosphate)	101,831.88
Vehicles (hand cars)	6,674.64
Chemicals (citric acid, copper vitriol, sulphuric magnesia, oil colors)	3,391.12
Chemical products (glue, drugs, polish, black ore, varnish)	1,562.90
Hemp (from Philippine Islands, $6.29; in 1899, $242.79)	3,006.40
Machine and other fat oils	5,235.57
Perfumery oils	1,656.48
Glassware (mirrors)	859.91
Rattan	18.27
Extracts and indigo	584.64
Brushes (hair, tooth, and clothes)	609.00
Paper and paper ware (mattings, letter, copying, lithograph, wall, and cigarette paper, pasteboard papier-maché)	2,204.58
Caoutchouc	2,682.91
Leather (sole, upper, and patent leather and saddles)	4,209.00
Furs (lamb)	1,705.20
Wood (sawed and carved)	32,958.47

The following articles were exchanged between the United States and Hungary in varying proportions: Vegetable products, wood and bone wares, literary and artistic materials, grains, and animal products.

In 1899, in spite of the falling off of the United States tobacco, cotton, and other important exports to Hungary, metals increased 5, vehicles (hand cars and omnibuses) 1, caoutchouc 2, machine and other fat oils 1⅔, indigo 1, chemical products 1, and leather 2⅓ times—proof that the picture is not so black as painted in the quotation above given. Even coffee was again exported to Hungary, as in 1897, and brushes and instruments rose slightly. With regard to the "exchanged" articles, the United States exported more wood and bone wares than in 1899, while Hungary, in addition to the export of beans, doubled her export of literary and artistic materials (principally books and calendars for the Slavs and Jews), in which line the United States exports noticeably fell off. The American publishers of books and music are not giving as much attention as they should to the Hungarian market.

The United States export of grain and legumes to Hungary has been increasing regularly each year since 1896. This leads me to state that Hungary and Austria accorded most-favored-nation rates of duty to the United States imports in May, 1892, and it is highly important that these should be availed of before being repealed, as they may be in the next few years.

INDUSTRIES.

In 1897, the Hungarian Government, from the budget of the ministry of commerce, gave special financial aid to the following-named new industries: Cocoa-chocolate factory in Fiume, 2 wire-cable elevator factories, 1 meat and vegetable preserving, 1 paper-producing (from straw), 1 umbrella, 1 watch, 1 druggists' glass, 1 steel-spring, 1 brad, and 1 paint factory. In 1898, aid was given to the following: Two cotton-spinning factories, 2 felt factories, 1 sewing-machine and bicycle, 1 fancy lace, 1 carpet, 1 pen, 1 watch, 1 linen-bleaching, 1 knife, 1 porcelain, 1 druggists' glass, 1 fancy leather, 1 silk-spinning, 1 file, and 1 copper-engraving factory. An already existing hemp-spinning plant at Szeged and a sugar factory at Maros Vásárhely were also helped out of financial difficulties. In 1899, the following new plants were established by the help of the Hungarian Government: Three new cotton-spinning houses, 1 silk-spinning, 1 hemp-spinning, 1 hat and hat-block, 1 thread, 1 horsehide and leather-upper, 1 colored and satinized calfskin, 1 fusee and ammunition, 1 telegraph wire and cable, 1 glow-lamp and carbon-rod, 1 leather-gauge, 1 calcium-carbide and acetylene-generator, 1 wood-distilling, 1 cyankali, 1 anhydrite, 1 carbon-sulphuret, 1 ceramic, and 1 paper and cellulose factory. In these it is expected to employ gradually, within five or six years, up to 7,000 workmen, as well as to place some 27,000,000 crowns (say $5,400,000). Each plant contracted to use only Hungarian equipment, machines and tools, and within a specified time to employ a majority of Hungarian workmen.

There are 51 insurance companies doing business in Hungary, of which 34 are foreign concerns. Of these latter, 24 are life-insurance institutions, so that it can be seen what importance attaches to the proposed new legislation on insurance matters, now in the hands of the ministry of justice at Budapest.

Legislation as to commercial traveling is just being effected, in so far as the prohibiting of solicitation of orders from private persons is concerned. This legislation is intended to benefit local dealers or branches of large concerns in the smaller cities.

The present minister of commerce is also making a special study of trusts.

Hungary is moving ever more swiftly to a commercial, but not political,[1] separation from Austria, i. e., from the lands represented in the Vienna parliament, the latest word to this effect having been distinctly spoken by the economic section of the city government of Budapest. For this reason, the business men of the United States need more than hitherto to search out the Hungarian as distinguished from the Austrian market, and contrive to be directly represented in the Hungarian capital. The same thing applies to the protecting of patents and copyrights in Hungary, as well as in Austria, by the owners.

FRANK DYER CHESTER, *Consul.*

BUDAPEST, *November 1, 1900.*

FIUME.[2]

Fiume, the seaport of Hungary, is situated at the head of the Gulf of Quarnero on the Adriatic Sea, and is about 400 miles from the capital, Budapest. The present estimated population is about 36,000.

The climate of this port is the same as a great many of the Adriatic ports, very hot in summer with a lowering of temperature during the winter months, but never reaching a very low degree except when the "bora" (northerly wind) blows. This wind sweeps down from the snow-capped mountains and is especially cold and cutting, sometimes lasting for a week or more at a time.

Fiume is a very healthy city, and water and sewerage systems are modern and adequate except in the "old town."

HARBOR FACILITIES.

The harbor of Fiume is practically artificial, being formed by a system of breakwaters built at immense expense by the Hungarian Government. These breakwaters are so constructed as to divide the harbor into three sections. The water alongside the quays is in all cases 30 feet or more deep and in the main channel no less than 100 feet deep. It will be readily seen, therefore, that the largest vessels can come alongside to discharge or load cargo and all necessity for lightering is eliminated. According to the official Hungarian Maritime Almanac, the harbor of Fiume can accommodate 35 large ocean steamers, with room for several more in case of an emergency. The facilities for loading and unloading are good, especially so in the "porto principale," the largest of the three subdivisions. The railroads—Lirdbalm and Hungarian State—run directly to the docks, so that the goods can be loaded from the cars into the steamers or vice versa. The Government has erected a number of bonded warehouses, and the storage charged is not excessive.

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[1] American journalism does not generally comprehend the "commercial," renewable "ausgleich," as distinguished from the "constitutional," prominent "ausgleich" of 1867.

[2] The district of Southern Hungary includes the district of the Fiume Chamber of Commerce (Fiume city and district) and the Zengg Chamber of Commerce (Lika-Krbava County and western part of Modrus-Fiume County, Croatia).

Fiume was abolished as a free port in 1891, though a small portion of the "porto principale" was left as a "free port." This merely serves as a bonded warehouse—that is, a merchant brings a cargo from Greece, for example, lands it on the docks, and then loads it again into a ship for America without making entry or paying duty.

PORT DUES.

There are no pilotage fees charged to boats entering the harbor of Fiume, the pilots being in the employ of the Government and paid by it for their services.

The regular port charges are:

	Crowns.		
Steamers:			
First and second voyages	0.80=	$0.16	per ton (net tonnage).
Third and fourth voyages	.60=	.12	per ton (net tonnage).
Fifth and all succeeding voyages	.40=	.08	per ton (net tonnage).
Sailing vessels:			
Less than 100 tons net	.08=	.016	per ton (net tonnage).
More than 100 tons net	.20=	.04	per ton (net tonnage).

Yachts carrying on no commerce and war vessels are exempt from this charge.

Besides the regular port dues, there are special charges for furnishing water, towing out of or into the harbor, use of the crane for lifting heavy cargo, and services of a diver.

Any vessel that has paid the port dues in one port may call at any of the Hungarian ports without additional payment for the period of twenty days, reckoned from the day the dues were paid.

QUARANTINE.

Fiume has a quarantine station at Martinschizza, some 2 miles down the coast. This station is modern in every respect, and vessels coming from plague-infected countries are subjected to a thorough disinfection if there are cases of disease on board. If there are none, the vessel is merely detained. In case of vessels merely inspected, a medical examination by the port physician takes place on board the ship outside the harbor.

MERCHANT MARINE.

Referring to the Maritime Almanac again, I find that in the year 1899, Hungary had employed in foreign commerce 27 sailing vessels and 34 steamers. This shows a total of 61, with a tonnage of 56,507, as compared with 65 at the end of 1898, with a tonnage of 56,295. In 1899, three steamers were added to the Hungarian marine. They were all built in England and represent a tonnage of 5,508. At present, there is no Hungarian shipyard capable of building ships for foreign commerce, but plans are being discussed as to the erection of one. The total tonnage employed in foreign commerce is distributed as follows:

Port.	Steamers.		Sailing vessels.	
	Number.	Tonnage.	Number.	Tonnage.
Fiume	34	43,357	23	10,946
Buccari			2	1,006
Portoré			1	534
Zengg			1	664
Total	34	43,357	27	13,150

The total movement of vessels in the harbor of Fiume during the year 1899 will be shown by the following tables:

Nationality.	Steamers.		Sailing vessels.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
ARRIVED.						
Austro-Hungarian	8,279	1,102,651	1,291	48,362	9,570	1,151,013
Italian	266	121,414	774	41,770	1,040	163,184
English	143	214,459	1	525	144	214,984
Greek	4	3,549	18	5,716	22	9,265
Norwegian and Swedish	16	15,189	1	328	17	15,517
German	10	12,188			10	12,183
Turkish			5	427	5	427
Danish	2	1,197			2	1,197
Belgian	1	1,165			1	1,165
French	1	1,655			1	1,655
Montenegrin			1	18	1	18
Dutch	1	793			1	793
Spanish	1	2,075			1	2,075
CLEARED.						
Austro-Hungarian	8,273	1,107,086	1,292	40,411	9,565	1,155,447
Italian	255	116,875	771	40,712	1,026	157,587
English	142	211,478	1	1,169	143	212,647
Greek	6	4,204	18	5,715	24	9,919
Norwegian and Swedish	16	15,189	1	328	17	15,517
German	9	10,049			9	10,049
Turkish			5	428	5	428
Danish	2	1,197			2	1,197
Montenegrin			2	316	2	316
Belgian	1	1,165			1	1,165
French	1	1,655			1	1,655
Dutch	1	793			1	793
Spanish	1	2,075			1	2,075

No ship carrying the United States flag entered or cleared from this port in 1899.

NAVIGATION BETWEEN FIUME AND THE UNITED STATES.

At present, there are two lines of steamships plying between ports in the United States and Fiume. These are the Austro-Americana Steamship Company, sailing under the Austro-Hungarian flag, with a fleet of nine ships, and the New York and Mediterranean Steamship Company, sailing under the British flag, with seven ships. The first line is owned largely in Vienna by Messrs. Schenker & Co., and receives a subsidy from the Austrian Government. The second named is managed by Messrs. Phelps Brothers, of Liverpool and New York. Both of these lines make Fiume an intermediate port on their trips from Trieste to the United States, and vice versa. The Adria Steamship Company, of Fiume, subsidized by the Hungarian Government, which has a fleet of twenty-three vessels, as yet sends none to the United States. I am informed, however, by a member of the company that steps are being taken which will insure sailings in about two years. Besides the two lines mentioned as plying between Fiume and the United States, there are occasional sailings of tramp steamers. Most of these vessels take cargoes of sugar (occasionally beans), and the sailings occur principally in the months November to March, inclusive. Eight voyages were made during the year 1899.

I quote some of the freight rates between Fiume and the United States: Beans, 16s. to 18s. per ton; mineral water (in cases), 20s. per ton; prunes, 17s. 6d. to 18s. 6d. per ton; magnesite, 7s. 6d. to 8s. 6d. per ton.

EXPORTS.

The value of the total export from Fiume in 1899 amounted to 230,391,814 crowns ($46,769,538.24). In 1898 the value amounted to $42,822,131.79.

The following table gives by weight the principal articles exported:

Articles.	Quintals.[1]	Articles.	Quintals.[1]
Wood and lumber	2,856,906	Tanning extract	175,883
Wine	1,056,992	Jute	173,553
Wheat flour	1,019,219	Oranges and lemons	134,616
Sugar	959,141	Oats	94,515
Rice (crude)	359,879	Leaf tobacco	85,228
Barley	280,319	Machine oil	71,249
Corn	278,607	Wheat	67,881
Magnesite	211,378	Bran	63,682
Beans	189,677	Dried prunes	45,057
Petroleum	177,646	Shoemakers' paste	37,433

[1] Of 220.46 pounds.

IMPORTS.

The value of the total import in 1899 was 219,848,395 crowns ($44,629,224.19. In 1898, $40,934,870.95.

The principal articles imported in 1899 were:

Articles.	Quintals.[1]	Articles.	Quintals.[1]
Wood and lumber	3,352,615	Petroleum	248,617
Wine	1,128,978	Magnesite	240,132
Wheat flour	1,118,603	Tanning extract	171,724
Sugar	1,005,763	Oranges and lemons	153,322
Rice (crude)	722,071	Oats	138,188
Coal	694,658	Jute	137,996
Corn	368,317	Rough stone	127,590
Bricks and tiles	339,767	Wheat	76,329
Barley	300,708	Leaf tobacco	75,001
Beans	268,959	Phosphate	60,968

[1] Of 220.46 pounds.

It will be readily seen from the above tables that Fiume is a center of distribution.

LOCAL INDUSTRIES.

Although southern Hungary is in no sense a manufacturing country, there is in Fiume a very considerable number of industrial plants. Every year, something new is attempted, and as a general rule the industries established at the present time are in a prosperous condition.

Some of the largest manufacturing establishments are:

The Royal Hungarian Tobacco Factory.—Tobacco in Hungary is a Government monopoly. This factory employs 2,000 hands and uses American tobacco extensively. In 1899, 407 casks, weighing about 691,900 pounds, were imported here from the United States via Hull, and 6,869 bales, weighing 1,366,000 pounds, from Manila.

Whitehead Torpedo Works.—These works employ about 800 men and have an annual output of about 500 to 600 torpedoes. American machinery is very largely used in these works; in fact, it is predominant. The chief engineer informed me that the reason for this was that he could always order just what he wanted from Vienna, American machinery being kept in stock there. The time consumed from the time of ordering until the machine is set up is anywhere from four to six days, whereas if a machine is ordered from England the time is nearer one month. His only complaint was that the machines from the United States did not last, although he admitted that their ability to do the work neatly and quickly made up in a great measure for this deficiency.

Fiume Rice and Starch Factory.—This company employs about 400 hands and consumes yearly 400,000 bags of rice. All the product is consumed at home, practically nothing being exported.

Smith and Meynier.—This company manufactures paper, and has a slight export to the United States. About 400 hands are employed.

Petroleum Refinery.—This company employs 250 men and refines about 30,000 tons of crude oil. Formerly, 50,000 tons were refined. The importation of the foreign article is practically impossible, on account of the prohibitive duty. (In illustration of this point, in 1895 about 55,000 tons of Russian and 9,000 tons of American crude petroleum were imported into Fiume; in 1899 the importation was about 10,000 tons of the Russian and none whatever of the American.) This duty has been assessed to protect the oil fields of Galicia, Austria, as the oil from that province could not on its merits compete with either the Russian or the American.

Besides these establishments, there are two soap, a chocolate, an artificial ice, and a number of barrel and box factories; also an iron foundry and a machine shop. There is also a chemical laboratory plant.

IMPORTS FROM THE UNITED STATES.

The total value of the imports into Fiume from the United States in 1899 was $623,313, as compared with $537,546 in 1898. It being impossible to obtain statistics for the first six months of 1900, I give in the following table the comparative weights of goods imported in 1898 and 1899:

Articles.	1898.	1899.
Copper:	*Pounds.*	*Pounds.*
Ore		177,980
Vitriol	67,320	
Cork (manufactured)	2,200	
Cotton (raw)	715,660	1,262,800
Cotton wares	440	4,8 0
Glucose products	133,980	33,000
Iron ore	138,600	
Iron kitchen utensils		2,200
Ironware:		
Miscellaneous	3,740	1,540
Fine		880
Iron and steel bars		3,690
Iron tubes	24,420	
Lard	260,480	188,980
Lumber	1,760,000	
Machines, and parts of	4,840	440
Meat (prepared)	65,780	45,540
Medicinal herbs	660	
Metal (miscellaneous, rough)	7,700	1,100
Mineral machine oil	694,980	2,831,840
Olive oil	44,000	
Paraffin	604,560	544,940
Petroleum	6,751,140	
Phosphate	10,810,360	8,514,000
Physical instruments		1,100
Plants (dried)		17,820
Porcelain ware		110,000
Rosin		6,424,660
Seeds	369,480	172,480
Sewing machines		6,600
Shoeblacking		8,960
Sole leather		2,200
Tallow and grease		112,200
Tobacco (leaf)	477,840	867,021
Tobacco from Philippine Islands	7,061	863
Wheat	4,348,080	949,300
Wood (manufactured)	280,500	668,800

EXPORTS TO THE UNITED STATES.

As will be seen from the following table, the item of sugar is by far the greatest, practically monopolizing the trade. I would, however, call attention to the item of rough wood sticks. This article began to be exported from this district in 1899, and for the first six months of 1900 has attained a value exceeding that of the total export for the former year.

Bent-wood furniture, formerly an article of export from this district, has practically ceased, the value in 1899 being $92.05 and for the first six months of 1900 nothing.

Articles.	1899.	First six months, 1900.
Sugar	$848,728.87	$625,868.48
Magnesite	18,029.97	8,691.00
Wood sticks (rough)	13,451.58	14,751.92
Fusel oil	13,188.85	1,321.43
Goatskins	6,941.56	2,162.21
Herbs, roots, etc	4,718.32	767.78
Bent-wood furniture	92.05	....
Brandy	....	370.74
Flour	....	295.87
Paper	....	288.00
Total	905,151.20	649,517.38

AMERICAN GOODS IN SOUTH HUNGARY.

The import of American goods into South Hungary, as shown by statistics, has increased very rapidly, the import in 1895 being $145,227 and in 1899, $623,313, a gain of about 350 per cent.

The imports are composed very largely of raw materials, such as copper ore, raw cotton, phosphate, rosin, and tobacco. Manufactured goods have as yet made but little progress in this section.

With energetic endeavor, it seems to me that American tools could be introduced here. In the month of September over 50 tons of such articles were imported.

What Fiume is greatly in need of, as regards its trade with the United States, is a regular steamship line with fairly quick passage and comparatively low freights. At present, the ships, being unable to procure a full cargo here, stop at other Adriatic (Greek and Italian) ports, thereby losing much time.

It seems to me that there is now a very good chance for American coal in this section. British coal is selling for K. 80 ($16) per ton, and if satisfactory freight rates can be obtained, there is no reason why coal from the United States can not be brought here in competition with the British article. Some American coal has already been introduced here from Venice and has met with universal satisfaction.

NOTES.

In Fiume, an excise tax is levied on the following articles: Wine, grapes, vinegar, spirits, beer, and oil.[1]

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[1] The city tax on vinegar (common) is 72 fillers (say 14⅖ cents); on vinegar essences, 3 crowns 54 fillers (say 70⅘ cents) per hectoliter. The tax on all oils is 26 fillers (say 15⅕ cents) per hectoliter.

No license is required of commercial travelers in this section; the only thing necessary is registration at the hotel where they stop. It is strongly advisable for all business men to come provided with passports. Citizens of the United States doing business in Fiume are not subject to any taxes other than those levied on the native merchants.

RAYMOND WILLEY,
Consular Agent.

FIUME, *October 9, 1900.*

BELGIUM.

REPORT FROM CONSULATE-GENERAL AT ANTWERP.

The general result of the commercial movement of Belgium with all other countries during 1899 was greater than that of preceding periods, as shown below:

	Importations.		Exportations.	
	General commerce.	Special commerce.	General commerce.	Special commerce.
First period (1884 to 1888)	$540,650,900	$273,056,400	$506,605,700	$239,455,100
Second period (1889 to 1893)	580,698,400	314,204,000	542,040,500	275,604,000
Third period (1894 to 1898)	581,702,000	345,450,700	527,469,000	292,221,300
Year 1899	705,279,900	436,218,600	646,858,800	376,214,900
Year 1831	18,914,000	17,370,000	20,187,800	18,643,800

The total value of foreign merchandise consumed in Belgium during 1899 was $436,218,600, as compared with $394,627,100 in 1898, or an increase of $41,591,500. Belgian or nationalized products exported amounted in value to $376,214,900, this sum showing an increase of $31,323,900 over that of 1898.

Importations from the United States into Belgium during 1899 show a decrease of $4,439,000, the total amount being $54,059,300, as compared with $58,498,300 in 1898.

The principal diminutions were: Grains, $5,086,708; metals, raw copper and nickel, worked, $1,185,020; cotton, $1,065,746; meats, $476,710; horses and colts, $358,980; greases, $255,918; drugs, $251,093; seeds, not specified, $74,884; raw textile materials, not specified, $62,339.

On the other hand, there was an increase in the importation of vegetables and vegetable substances, not specified, $691,133; petroleum, $575,526; nonalimentary vegetable oils, $498,903; chemical products, $490,606; woods for construction other than oak and walnut, $341,031; oak and walnut, $71,989; tobacco, $299,729; raw mineral matter, $287,377; hemp, jute, etc., $160,190; wool, $156,716; lead, unworked, $152,277; machinery, $114,449; starch, $110,589.

The following table compares the importations from the United States into Belgium for the years 1897, 1898, and 1899:

Articles.	1899.	1898.	1897.
Barley .... pounds..	134,398,260	178,891,997	93,051,256
Bran .... do....	11,816,491	6,098,993	18,977,325
Buckwheat .... do....	5,684,878	4,892,448	10,738,783
Indian corn .... do....	480,966,649	486,032,182	482,754,885

Articles.	1899.	1898.	1897.
Rye ......pounds..	23,677,358	98,109,524	76,277,357
Oats ......do....	52,612,545	46,231,099	74,236,647
Wheat, spelt, and maslin ......do....	1,076,656,990	1,008,175,985	770,060,746
Forage ......do....	28,613,190	21,975,922	20,264,488
Flour, wheat ......do....	5,489,573	5,080,468	1,820,487
Flour of barley, oats, corn, and buckwheat ......do....	810,495	856,359	1,248,377
Flour, unclassified ......do....	109,822	39,361	29,508
Nonalimentary fecula ......do....	11,297,389	8,286,236	4,954,144
Coffee ......do....	568,555	627,019	1,340,584
Cotton ......do....	65,340,068	89,461,711	63,757,367
Hops ......do....	200,654	570,515	390
Malt ......do....	1,587,061	1,715,922	1,282,048
Raw animal substances, such as lard ......do....	20,376,604	23,906,592	17,067,735
Animal fat, not specified, fish oil ......do....	9,409,131	10,474,544	7,547,476
Raw animal substances, horse hair, shells, etc..dollars..	144,903	139,445	172,886
Fruits, prunes ......pounds..	748,140	879,033	667,165
Fruits, dried, unclassified ......dollars..	106,367	132,287	90,940
Honey ......pounds..	1,206,240	927,239	609,043
Wax ......do....	485	....	237,634
Meats, salted or smoked, ham, tongue, etc ......do....	33,624,204	42,181,535	46,418,450
Meats, preserved ......do....	1,273,806	907,471	804,205
Raw animal matter, unclassified, grease ......do....	701,528	1,508,636	2,787,236
Petroleum, refined ......do....	302,678,410	285,211,664	307,111,252
Rushes, bamboo, etc ......dollars..	170,397	67,408	18,767
Stones, unclassified ......pounds..	40,404,042	44,818,806	33,870,005
Tar, asphalt, etc ......do....	97,634,149	76,334,264	64,308,703
Copper and nickel:			
Unworked ......do....	4,735,478	14,509,209	16,829,689
Worked ......do....	106,874	138,916	191,650
Iron:			
Cast ......do....	36,468,055	15,981,474	32,552,398
Wrought ......do....	1,188,742	507,739	72,895
Old ......do....	749,283	675,717	2,857,022
Not specified ......do....	202,331	93,543	42,796
Lead ......do....	6,520,265	1,590,306	7,762
Steel, in bars, sheets, and wire, unspecified ......do....	360,609	343,732	66,901
Tools, machines of iron and steel, unclassified ....do....	583,176	575,275	177,058
Machines and machinery:			
Unclassified ......do....	107,278	69,202	224,580
In cast iron, unclassified ......do....	4,501,678	3,133,698	2,289,177
Bicycles and bicycle parts ......dollars..	92,982	53,257	71,475
Firearms ......do....	9,820	3,757	4,092
Hemp ......pounds..	2,592,255	610,425	1,192,993
Cordage ......do....	180,356	115,514	41,993
India rubber, manufactured ......dollars..	4,717	5,908	2,896
Hides, raw ......pounds..	755,891	482,496	224,622
Leather, tanned ......do....	94,103	98,519	85,832
Furniture ......dollars..	20,915	15,601	7,694
Haberdashery and hardware:			
10 per cent duty ......do....	1,698	1,854	2,182
15 per cent duty ......do....	23,388	19,697	15,874
Paper, not specified ......pounds..	1,006,210	988,304	17,064
Chemical products, unspecified, such as carbonic-acid gas, etc ......dollars..	973,805	482,322	648,065
Dyes and colors, not specified ......pounds..	1,661,896	1,604,029	1,142,040
Drugs:			
Unclassified, plants, roots, flowers, etc ......do....	28,605,031	30,912,059	14,322,971
Glue ......do....	16,728	113,083	33,748
Tobacco:			
Unmanufactured ......do....	11,341,662	10,890,118	10,991,612
Smoking and snuff ......do....	25,968	18,358	12,447
Cigars and cigarettes ......do....	13,805	8,523	11,790
Vegetable oils, nonalimentary ......do....	36,246,906	25,482,791	15,149,190
Vegetables and vegetable substances:			
Unspecified ......do....	1,521,474	2,968,844	2,641,142
Grains ......do....	18,443,381	14,232,002	1,678,698
Oil cakes ......do....	154,712,071	112,718,583	129,682,217
Wood:			
Oak and walnut—			
Unsawn ......centimeters..	2,122	2,006	2,798
Split ......do....	1,276	2,450	849
Sawn ......do....	24,162	22,168	20,983
For building purposes, other than oak and walnut, unsawn ......centimeters..	2,541	3,770	2,780
For building purposes, other than oak and walnut, sawn, beams, etc ......centimeters..	5,571	5,525	8,095
For building purposes, other than oak and walnut, sawn ......centimeters..	79,751	66,087	46,729
Wrought ......dollars..	10,736	17,003	12,289
Pulp ......pounds..	4,933,361	5,691,318	4,929,770
Horses ......number..	3,982	6,080	4,185
Wool ......pounds..	1,454,141	175,808	78,129
Raw animal matter, unclassified, such as mineral copper, lead, zinc, etc ......dollars..	476,871	189,488	331,947
Works of art ......do....	6,111	21,362	1,272

The exportations from Belgium to the United States amounted in 1899 to $12,622,200, as compared with $9,958,800 during 1898, or an increase of $2,663,400.

The most important items showing an increase were crude rubber, $781,071; raw sugar, $515,889; raw hides, 341,224; firearms, $237,197; greases, $191,842; drugs, $138,960; prepared hides and skins, $127,380; machines and machinery not specially described, $116,572; glass, not including window or broken glass, $106,536; hemp, jute, and flax, $94,184; flax, hemp, and jute tissues, $71,024; chemical products, not specified, $49,408; raw animal matter other than grease, $46,706; meats, $34,354.

The principal diminutions were, in cement, $118,695; glass, including window, $116,765; rags, $88,973; crude mineral substances, not specified, $36,284.

The following will show the exportations from Belgium to the United States during 1899, compared with those of 1898 and 1897:

Articles.	1899.	1898.	1897.
Alcoholic liquors of every description, in bottles..gallons..	1,823	2,879	2,084
Brandy of every description, in casks....do....	5,864	4,147	4,781
Beer, bottled....do....	29,561	54,128	27,976
Chicory....pounds..	328,529	77,648	8,129,588
Burnt and prepared....do....	726,129	19,480	3,106,506
Cocoa butter....do....	822	34,587	42,769
Coke....tons..	5,653	8,105	2,155
Coal:			
Ordinary pit....do....	44,397	35,343	37,455
In bricks....do....	55,943	74,675	79,450
Chemical products, not specified, such as carbonic and sulphuric acids, etc....dollars..	791,118	729,933	624,172
Sal soda....pounds..	261,981	1,063,929	1,011,340
Sulphur....do....	522,708	1,570,751	1,184,816
Salt, raw....do....	110,230	....	....
Raw mineral matter, unclassified, such as tin, copper, lead, zinc, etc....dollars..	128,024	164,243	124,064
Lead, unclassified....pounds..	249,085	....	1,992,279
Steel rails....do....	1,249,012	2,372,339	734,132
Steel in bars, sheets, and wire, unspecified....do....	....	315,258	3,748
Iron:			
Small beams in cast....do....	1,594,477	201,600	103,116
Beaten in wire or rolled....do....	824,970	816,167	671,514
Wrought....do....	406,310	490,660	775,984
Coppered, galvanized, and nickeled....do....	....	20,238	....
Machines and machinery:			
In cast iron, not specified....do....	399,482	87,002	70,155
In iron and steel, not specified....do....	1,026,607	185,321	560,032
In other metals....do....	46,867	35,863	70,212
Firearms....dollars..	484,084	246,764	308,324
Haberdashery and hardware....do....	16,766	38,789	21,719
Furniture....do....	6,781	9,826	12,103
Cement....pounds..	242,288,986	279,005,278	226,370,779
Stones for building purposes....do....	621,377	357,476	672,006
Paper, not specified....do....	972,629	855,080	1,129,668
Books:			
Paper back or bound....do....	120,894	98,898	66,045
Unbound....do....	1,475	....	8,988
Clothing of all kinds ready made....dollars..	139,618	120,984	156,569
Underclothing of every description....do....	23	6	786
Cotton, tulles, laces, etc....do....	14,658	9,640	7,681
Cotton textures, total value of....do....	70,657	46,880	100,339
Woolen textures....do....	216,607	237,030	825,564
Woolen thread, carded, twisted, etc....pounds..	25,004	52,840	51,076
Wool, raw....do....	1,943,871	1,974,852	19,443,996
Silk textures....dollars..	58	6,663	24,236
Flax....pounds..	1,582,885	1,083,459	1,998,496
Jute, hemp, etc., textures....dollars..	297,424	226,357	134,081
Oakum....pounds..	398,217	493,081	1,042,879
Cordage....do....	147,834	195,833	150,497
Hemp, raw....do....	585,939	241,860	....
Oilcloths of every description....dollars..	956	1,042	18,142
Textures of every description....do....	3,435	197	10,712
Horsehair, bristles, shells, etc....do....	80,890	95,853	154,712
Live plants and flowers....do....	86,543	56,982	90,070
Hides, raw....pounds..	11,742,991	10,037,786	4,072,815
Skins, dyed, varnished, etc....do....	203,275	154,320	16,268
Gloves....dollars..	118,815	89,860	115,088

Articles.		1899.	1898.	1897.
Rags	pounds	19,928,594	22,832,288	14,742,072
Medicinal plants, essences, etc	do	104,954	108,285	169,664
Meats, preserved	do	294,627	41,975	456,467
Mineral water of every description	dollars	370,985	247,345	62,899
India rubber:				
Raw	pounds	2,335,516	1,255,074	1,730,657
Manufactured	dollars	946	411	17,698
Rice, peeled	pounds	300,807	....	542,358
Resin and bitumen, unclassified	do	2,677,506	2,918,978	5,656,256
Glass:				
Window	do	51,752,156	47,302,290	42,794,643
Ordinary	do	1,035,941	1,039,954	1,047,864
Mirrors	dollars	205,292	101,270	158,083
Ivory	pounds	120,761	96,572	91,425
Works of art	dollars	10,915	15,222	7,745
Sugar:				
Refined	pounds	168,046	....	1,162,397
Raw beet-root	do	24,531,470	....	134,301,533
Vegetables:				
Preserved	do	385,926	312,356	460,126
Not specified	do	283,540	3,468	221,388
Vegetables and vegetable substances, not specified	do	217,380	1,315,668	1,095,909
Vegetable oils:				
Alimentary	do	37,478	57,242	38,658
Nonalimentary	do	650,946	558,683	417,778
Animal fat	do	6,546,939	2,934,455	1,890,314
Wood pulp	do	1,042,500	455,763	2,227,250
Dye woods	do	1,388,898	10,692	214,404
Various products for industrial purposes	dollars	93	1,470	1,855
Dyes and colors	pounds	8,524,227	8,410,979	6,175,510
Wood, wrought	dollars	246,191	331,674	295,453

The customs receipts from merchandise imported from all countries amounted to $9,475,763 in 1899, as compared with $8,773,753 in 1898, showing an increase of $702,010.

Increased receipts were collected principally on cotton tissues, $843,490, or $78,930 more than in 1898; wood for construction, other than oak and walnut, $838,678, or $71,276 more than in 1898; flour, $98,188, or an increase of $57,008; tobacco, not manufactured, not specified, $951,805, or a gain of $42,669, and hardware, $464,371, or a gain of $34,725.

AGRICULTURE.

The statistics of the Antwerp Chamber of Commerce show that the crops of Belgium during 1899, as well as those of several other European countries, were not satisfactory, either as regards quality or quantity.

Following will be found the return per hectare (2.471 acres) of the principal cereals and vegetables:

Wheat, medium	bushels	66.21	Beet roots, good	kilograms	66,689
Spelt, fairly good	do	94.25	Fodder, good	do	92,703
Rye, good	do	64.51	Carrots, fairly good	do	50,871
Barley	do	94.36	Turnips, satisfactory	do	54,674
Buckwheat, medium	do	56.50	Beans, good	bushels	75.30
Oats, good	do	70.08	Rape seed, good	do	73.58
Potatoes, good	kilograms	38,911	Tabacco	kilograms	4,078
Hay, medium	do	10,141	Flax, fairly good	do	1,356
Clover, fairly good	do	12,518			

The wheat, rye, barley, and oat crops were considerably inferior in quantity to those of the preceding year. The amount of wheat produced in Belgium during 1899 was 746,049,867 pounds, as compared with 842,157,200 pounds in 1898, or a decrease of 96,107,333 pounds.

The potato crop was estimated at 38,911 pounds per hectare (2.471 acres), which is a higher percentage than was reached for the three preceding years.

Sugar beets averaged 66,686 pounds per 2.471 acres, as compared with 61,288 pounds in 1898.

The production of butter has been largely on the increase during the last three years, the quality also being excellent. During 1899, the lowest price was $0.46 per 2.2046 pounds; the highest, $0.56.

CEREALS.

The customs duties are: Oats, 57 cents per 220.46 pounds; flour of oats, 77 cents; others, 38 cents; malt, 28 cents; other cereals, free.

The prices of wheat fluctuated greatly during 1899. The market was calm for the first few months of the year, when, upon the receipt of unsatisfactory reports from the Rumanian and Russian districts, speculation commenced. The Argentine Republic took advantage of the short crops in the last-named countries to sell her immense crop to European buyers, increasing by a considerable quantity her customary shipments. Further, upon the evidences of splendid crops in Europe and the United States and in view of a sudden falling off in the demand, speculators looking to a rise in prices were unable to dispose of their stock even at considerable sacrifice. A fall in price naturally ensued, and this state of affairs was further accentuated by the innumerable offers of sale from America.

From the following table, it is seen that importations of wheat into Belgium were considerably increased during 1899, there having been received 6,070,498 pounds more than in the preceding year.

In consequence of the favorable home crops of barley and oats, the importations in these lines were naturally of less importance.

Barley crops in Sicily, Tunis, Algeria, Spain, and Smyrna having been unfavorable, it was thought that a high price for the same would be reached. Consequently, large quantities of the fine Californian crop were bought, but the profit anticipated was not realized, owing in a great measure to the rise in the money market and the financial crises. The barley was all sold at a loss upon its arrival, at $3.08 per 220.46 pounds, whereas as high as $3.37 was paid for the same, delivered, and $3.47 on term.

Résumé of cereal importations at Antwerp since 1860.

Year.	Wheat.	Rye.	Barley.	Oats.	Corn.	Total.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
1860	1,959,208	1,768,335	1,044,719	84,859	....	4,857,121
1870	5,733,552	1,251,876	2,423,581	4,758,855	....	13,167,364
1880	21,986,020	3,143,411	4,458,041	4,102,476	3,076,108	36,766,056
1890	34,648,779	3,063,130	6,997,242	5,323,625	9,807,313	59,840,079
1893	38,581,370	1,116,234	7,910,377	8,597,153	5,481,595	51,686,729
1894	46,453,624	12,966,577	10,299,159	9,859,899	5,570,835	85,150,094
1895	49,570,639	1,106,894	8,858,828	4,615,289	7,581,918	71,733,568
1896	47,254,772	2,868,578	9,873,500	6,982,956	12,141,321	78,121,127
1897	39,080,719	3,555,290	10,860,702	10,751,964	14,838,361	79,087,036
1898	45,287,222	3,382,246	11,631,427	8,065,338	16,342,577	84,708,810
1899	51,357,720	780,053	20,478,020	5,203,805	11,211,674	89,031,272

FRUITS.

Prunes.—Custom duty, $4.82 per 220.46 pounds in barrels of at least 396 pounds, or sacks of 176 pounds, $2.89. The Californian crop having been a very fine one, as regarding both quantity and quality, and the price being generally less than that of the French fruit (Ente prunes) the American produce has gradually supplanted the importations from the last-named country.

The crops in both Bosnia and Servia were excellent and the demand was a large one at constantly increasing prices.

The prices were: Californian, $18.15 to $25.10; Ente $26.05 to $29.80; Bosnian and Servian, $11.96 to $13.50 per 220.46 pounds.

Apricots.—Californian evaporated, duty, 10 per cent ad valorem. Notwithstanding considerable competition, this fruit was able to maintain its comparatively high price; however, large quantities were not consumed. Average price, $30.90 to $34.70 per 220.46 pounds.

Apples, evaporated.—Custom duty, 10 per cent ad valorem. On account of considerable speculation, this article was not more largely dealt in, and the price was diminished considerably. The average price was $16.40 to $21.60 per 220.46 pounds.

LARD.

Free of duty.

The year past was an unfavorable one for this article. Buyers, fearing a recurrence of the fluctuation in price of last year, stocked only such quantities as were wanted for current consumption. In consequence of the cessation of speculation, prices were comparatively uniform, the highest offer being made October 3, at $14.38, and the lowest on the 12th of May, $11.97.

Toward the end of the year, there was a strong revival in business, but the shipments being considerably under the average, it is expected higher prices will be demanded for the article next season.

Importations at Antwerp since 1850.

From—	1850.	1870.	1880.	1890.	1898.	1899.
	Packages.	*Packages.*	*Packages.*	*Packages.*	*Packages.*	*Packages.*
New York			168,420	225,116	282,860	192,941
Philadelphia			6,788	19,779	728	21,332
Baltimore	1,788	1,200		58,630	124,759	91,322
New Orleans			650		23,402	25,925
Boston			200	1,798	33,613	18,127
Newport News					1,300	1,226
Galveston						8,650
Montreal					700	1,125
Norfolk					1,600	
Portland						130
Hamburg and Bremen			44		801	1,047
Holland	116	647	441			
England			4		1,084	488
Others						350
Total	1,904	1,847	176,547	305,323	470,347	357,663

End of month settling prices for 1899, per 220.46 pounds.

January	$13.87	May	$12.30	September	$14.20
February	13.41	June	12.25	October	13.65
March	13.07	July	13.12	November	13.26
April	12.59	August	13.41	December	13.84

SALT PROVISIONS.

Free of duty.

This article was not dealt in to any great extent, and the demands for consumption for the interior of this country were somewhat less than in the preceding term.

Reexportation was rendered difficult in consequence of the obstacles put in the way of the American product by other countries, upon pretext of hygienic reasons but presumably as a protectionist measure.

The prices were feeble during the first part of the year, but in July and the following months increased.

Importation at Antwerp since 1880.

From—	1880.		1890.		1898.		1899.	
	Cases.	Barrels.	Cases.	Barrels.	Cases.	Barrels.	Cases.	Barrels.
New York	122,583	8,807	65,767	829	87,102	310	57,661	2,026
Chicago					290			
Philadelphia	12,871	664	1,775				830	
Boston	2,995		25,415		23,233	300	12,070	159
Baltimore			6,561		8,925	150	1,150	50
New Orleans					80			
Newport News								
Portland							200	
Hamburg and Bremen	65	262	29	515	1,232		1,664	
France	8,126	8	22					
England	12,609	164	5,466	54	2,472		1,188	
Others	499							
Total	154,248	9,995	105,035	1,898	118,334	760	74,763	2,235
Packages	164,243		106,433		119,094		76,998	

OLEAGINOUS GRAINS.

Free of duty.

As a consequence of the long period of low prices for these grains, the year 1899 opened unfavorably, especially for linseed oil. Sellers experienced difficulty in getting rid of their stock, notwithstanding such low prices as $4.25 to $4.34. In June, the aspect of the market improved on receipt of the report that the Russian crops were considered unsatisfactory. In August, a rise in prices commenced to take place, owing to the certitude of the crop failure in Russia, and at the commencement of September prices were as follows: Azoff, $5; American, $5.10; Plata, $5.05. By the end of the month, the foregoing figures were all increased by 28 cents per 220.46 pounds. The rise was further accentuated during October and November, owing to the increased consumption of linseed oil and the advanced price of the competing maize and cotton oils. In December, there was a slight reaction, owing to the excessively large quantities of grain imported, and the fact of several speculators selling out to clear profits.

For colza, prices started exceedingly low, notwithstanding the bad crop in Russia and on the Danube and the inferior quality of the Indian produce. Prices rose only about the middle of the year and attained the normal standard about December.

During 1899, there were 3,581,556 bushels of linseed imported and 6,274,818 bushels of other oleaginous grains.

PETROLEUM.

Free of duty.

Notwithstanding constant rise in prices, there was no speculation whatever in this article, and it appears that neither the production of the United States nor that of Russia is sufficient for the demands of domestic or industrial consumption.

Importations of refined petroleum at Antwerp since 1862.

Country of origin.	1862.	1872.	1882.	1892.	1897.	1898.	1899.
United States ......packages..	86,000	400,000	572,808	718,497	918,919	847,898	854,351
Russia................barrels..				167,400	56,000	190,000	191,500

The consumption here was considerable last year, and, thanks to the increase in price of the product, favorable results were obtained.

Following is the table showing prices paid for American refined petroleum per 220.46 pounds:

January	$3.67	May	$3.42	September	$4.10
February	3.67	June	3.42	October	4.20
March	3.57	July	3.62	November	4.39
April	3.47	August	3.67	December	4.49

Russian petroleum is improving in quality and its sale is growing yearly. The Belgian State purchases large quantities for use on its railroads.

RESINS.

There was no notable difference in the business transacted in the American product from that of the preceding year. Prices, however, went up in consequence of the increase in the American markets. The demand was uniform throughout the year and there were no large stocks carried over.

There was a perceptible decrease in the importation of French resins; that is to say, resins of the better qualities. The importations from Spain were very small.

Table of importations at Antwerp.

FROM FRANCE.

Origin.	1870.	1880.	1890.	1898.	1899.
	Barrels.	*Barrels.*	*Barrels.*	*Barrels.*	*Barrels.*
Bordeaux	10,597	10,769	6,243	6,540	6,100
Bayonne	15,356	11,542	10,018	6,043	3,500
Total	25,953	22,311	16,261	12,583	9,600

FROM AMERICA.

Origin.	1850.	1860.	1870.	1880.	1890.	1897.	1898.	1899.
	Barrels.	*Barrels.*	*Barrels.*	*Barrels.*	*Barrels.*	*Barrels.*	*Barrels.*	*Barrels.*
New York	13,500	63,270	19,532		24,626	1,500	240	5,520
Wilmington				31,248	11,065	8,505	11,561	
Charleston				908			8,980	
Savannah				5,669	12,109	41,295	37,079	48,012
New Orleans			216				499	
Brunswick					1,297			
Baltimore					500		2,750	2,200
Hamburg								200
Total	13,500	63,270	19,748	37,765	49,597	51,300	56,109	55,932

ESSENCE OF TURPENTINE.

The importations from the United States were less than during former years, and the demand here having considerably increased, it was necessary to have recourse to the produce of France and Spain.

Prices were very high throughout the year, closing at the highest rate.

Importations at Antwerp since 1860.

FROM AMERICA.

Origin.	1860.	1870.	1880.	1890.	1898.	1899.
	Barrels.	*Barrels.*	*Barrels.*	*Barrels.*	*Barrels.*	*Barrels.*
Wilmington		1,585	14,595	2,941		
Charleston	200		2,751			
New York	12,314	3,914	2,857			
Savannah			900	16,438	49,095	46,314
Brunswick				1,500		
England			1,421	1,280	350	265
Havre and Hamburg			150			
Rotterdam					260	350
Total	12,514	5,499	22,674	22,129	49,705	47,429

FROM FRANCE AND SPAIN.

	Packages.	*Packages.*	*Packages.*	*Packages.*	*Packages.*	*Packages.*
Bordeaux	21	382	5,399	3,893	325	4,507
Bayonne		5,951	3,336	8,093	100	250
Bilbao and Santander				1,000	4,117	5,530
Total	21	6,333	8,735	12,986	4,572	10,287

COAL.

Free of duty.

Prices in Belgium commenced at $2.31 for the small semibituminous of the type of No. III, État Belge, at the beginning of the year and reached $3.86 toward December. For coke, prices rose from $3.86 to $8.68 and more.

The total extraction of 1899 was only 21,917,740 tons, showing a decrease of 170,595 tons from the preceding year's output. Also in December, 1899, stock on hand was less by 203,300 tons.

It is to be noted that the State, being unable to impose the usual conditions upon the Belgian mine owners regarding the supplies of fuel required for the Government railroads, bought direct about 200,000 tons from Cardiff, Newcastle, and Scotland, to be delivered during the following six months. The immediate result of this purchase was to force the prices of the three selling markets.

As a consequence of the high prices, Belgian mine owners diminished exportations via Antwerp, and with the exception of supplies to the shipping trade, made on long contracts, nothing left this port. Belgian coal was shipped to France and Germany in small quantities.

WOOD FOR CONSTRUCTION.

Duty, 19.3 cents per cubic meter for oak and walnut; others, unsawn, 19.3 cents; wood, sawn, all dimensions, $1.15; planed wood, $1.73 per cubic meter.

The expectations for 1899 were fully realized. The prices for the Scandinavian, Finland, and Russian lumber reached prices heretofore unknown, and this, coupled with the large demand, afforded a very prosperous year for this market as well as for neighboring ports. American lumber, especially pitch pine, followed the general movement in Europe.

Importations were considerably larger than in the preceding year, the amount being 571,072 cubic meters, as compared with 487,157 cubic meters in 1898. Increased amounts were received from Norway, Sweden, and Finland. The year finished with an important stock, not, however, out of proportion to the demands.

The new large and well-constructed lumber sheds built by the city authorities have been placed at the disposition of commerce and answer fully the purposes required of them. It is to be hoped that the Government will be induced to abolish the duties on lumber, thus permitting a considerable economy of space on the docks and doing away with the delays experienced at present.

Imports.

From—	Pine, sawn.	Pitch-pine.	Oak and teak.	Hickory, poplar, cottonwood.	Planks and staves.	Total.
America and India:	*Cub. met.*	*Cub. met.*	*Cub. met.*	*Cub. met.*	*Cub. met.*	*Cub. met.*
Columbia and Florida	28,324	4,208	498	....	....	33,030
United States and Canada	33,636	933	15,870	7,348	897	58,684
India, indirect route	780	152	1,615	....	....	2,547
Total 1899	62,740	5,293	17,983	7,348	897	94,261
In 1898	61,464	5,115	15,969	3,769	....	76,317

RÉSUMÉ OF THE IMPORTATIONS IN 1899.

	Cubic meters.
Hewn pine (unsawn) beams, etc	26,316
Pine, sawn:	
Under 5 centimeters	419,70
Over 5 centimeters, in planks for staves, etc	75,397
Oak and teak	42,046
Yellow pine, hickory, cottonwood, etc	7,612
Total	571,072

INDIA RUBBER.

Free of duty.

Importations from the Kongo Free State amounted in 1899 to about 6,597,076 pounds, as compared with 3,823,449 pounds in 1898. Importations from other sources were 904,913 pounds, against 617,918 in 1898.

The development of the business in this article has been remarkable. The qualities of Kongo rubber are daily becoming better known and appreciated. This is notably the case with the white species of the higher Kongo, such as Lopori, Bussira, Equateur, Mongalla, etc.

During the year 1899, prices again advanced, closing at an increase of 10.9 per cent over those of December, 1898.

The annual production, notwithstanding the cultivation of all new fields, is not in proportion to the demand. The total production for the world is estimated at about 50,000 tons.

Year.	Importation.	Sold.	Stock at end of year.
	Pounds.	*Pounds.*	*Pounds.*
1891	46,296	46,296	....
1892	188,812	131,586	6,345
1893	368,600	359,096	18,053
1894	605,339	518,407	86,932
1895	1,170,806	974,918	195,887
1896	2,460,058	2,348,122	307,824
1897	3,701,863	3,801,434	208,253
1898	4,441,367	4,069,061	580,559
1899	7,501,989	7,438,725	643,723

Importation of rubber in the principal markets.

Market.	1891.	1896.	1897.	1898.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
Liverpool	22,947,681	35,522,720	32,246,684	39,982,626
London	4,510,612	3,787,503	4,526,044	6,067,059
The Hague	2,328,058	3,600,420	5,129,366	5,279,135
Rotterdam	1,172,847	715,393	669,096	583,513
Antwerp	46,297	2,460,058	3,701,863	4,441,367
United States	33,223,322	30,496,233	38,406,337	40,718,962
Total	64,228,817	76,582,327	84,679,390	97,022,662

IVORY.

Free of duty.

The year was a very prosperous one for this article, it having advanced in price even more than in the preceding season. The soft variety rose in price at the sale held in October last.

The rates for the tusks for balls, after having advanced by 19.3 cents per 2.2046 pounds during February, dropped to the previously prevailing prices. The price established for sold "scrivailles" was 48 cents and for the hollow variety about 19.3 cents.

Following is a table of the movement at Antwerp since 1890:

Year.	Importation.	Sold.
	Pounds.	*Pounds.*
1890	170,856	170,856
1891	131,174	131,174
1892	260,143	260,143
1893	493,830	493,830
1894	583,117	410,056
1895	798,065	605,163
1896	440,920	585,762
1897	584,219	619,493
1898	509,263	452,604
1899	723,109	644,845

HIDES.

Free of duty.

Salted hides.—Prices fluctuated considerably throughout the year. During the first six months, the interest was not important nor was the demand more than a hesitating one at any time. In the month of July, however, the demand started, principally from Great Britain, causing an increase of nearly 20 per cent for saladeros hides.

During 1899, there were 68,000 hides sold, as compared with 82,510 in 1898 and 102,844 in 1897.

La Plata dry hides.—Importations were 94,900 hides, against 200,300 in 1898. This variety is daily becoming more neglected, and the prices did not vary until the month of July. They then advanced by about 17 per cent.

Australian salted hides.—Twenty-five thousand three hundred hides were imported, as compared with 33,982 in 1898. Importers do not attach to the variety the attention it really merits. They are easily disposed of here at good prices, but notwithstanding, the number received does not increase.

Importations at Antwerp since 1850.

1850	684,921	1890	1,373,821
1860	983,525	1898	1,269,922
1870	1,138,222	1899	1,082,227
1880	1,141,175		

COTTON.

Free of duty.

The price at the commencement of the year at Antwerp was about $7.04, and there was a very large stock—5,110,000 bales, as compared with 4,218,000 bales in 1898; but the demands of the spinning mills being unimportant, the rates rose but slowly. Toward the end of February, the price at Antwerp was from $7.91 to $8.29, according to quality, the same being maintained until the end of August. At this time, persons in a position to judge predicted a very large crop. It was hoped in Europe that the period of high prices and small crops was soon to end, and in consequence there was considerable speculation on the new crop. In September, it was believed that the outlook was very poor; in fact, the receipts for cotton in the interior and seaports of the United States were less than those of the preceding years, and prices rose by bounds and by the end of December were in the neighborhood of $10.03 at this port.

Résumé of the importations at Antwerp since 1850.

	Bales.		Bales.
1850	46,277	1880	123,946
1860	24,389	1890	405,361
1870	11,107	1899	237,808

Table of imports into Antwerp since 1897.

From—	1897.	1898.	1899.
	Bales.	*Bales.*	*Bales.*
New York	21,812	34,896	20,685
New Orleans	27,300	21,000	13,853
Newport News		2,483	610
Galveston	20,093	39,723	50,380
Philadelphia	1,251	804	
Baltimore	4,111	7,553	336
Norfolk	300	1,898	100
Savannah	6,674		
Pensacola		5,014	4,424
Bombay	107,514	72,936	85,570
Kurrachee	15,087	38,378	16,838
Madras	435	440	1,593
Calcutta	2,972	991	2,406
Colombo		1,670	100
Alexandria	3,219	5,436	8,655
Hamburg	730	241	458
Smyrna	100		
England	20,761	11,359	23,108
France	5,768	4,691	7,022
Various	105	310	1,670
Total	237,435	248,822	237,808

WOOL.

Free of duty.

The advance in price for wool during 1899 is the most important that has been recorded during the last decennial period. At first confined to the fine wools, it later included the crossed varieties as well. Under this impulse, it affected all the branches of industry connected with it.

The advance of prices during 1899 was from 50 to 55 per cent for the fine wools and fine crossed, 30 to 35 per cent for the middling crossed, and 20 per cent for the common quality crossed wool.

Blouses.—There were sold at the six sales held during the year 2,500,015 pounds, as compared with 1,505,741 pounds in 1898. Private sales followed the same ascending scale, and from January to December the rise was continuous. A comparison of the prices of the two months referred to show an advance of from 75 to 78 per cent, viz, 36 to 38 cents per 2.2046 pounds for fine La Plata and Australian blouses.

Combed.—The prices opened at from 91 to 89 cents for summer merinos in January, and in December were $1.22 to $1.26.

Transactions during the year amounted in weight to 125,992,890 pounds, as compared with 80,952,912 pounds in 1898.

COFFEE.

Duty, $1.93 per 2.2046 pounds.

Importations into Antwerp since 1850.

	1850.	1860.	1870.	1880.	1890.	1897.	1898.	1899.
Bales	247,303	197,581	820,229	743,067	669,631	736,880	728,497	655,670
Kegs	597	....	....	4,763	690	1,010	1,357	....

Importations of the last seven years.

From—	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Rio Janeiro ....bales..	24,903	71,511	49,815	41,284	92,328	60,011	48,995
Santos ....do...	189,390	231,131	221,690	261,489	404,894	440,470	362,774
Bahia.......................do...	51,776	40,133	68,871	7,985	9,775	13,311	18,361
Haiti.........................do...	9,963	30,522	45,404	15,660	54,023	37,700	56,000
Manila.......................do...	....	939	....	....	....	....	....
Bombay ....do...	6,173	....	....	....	....	....	....
Guatemala..................do...	....	776	....	....	....	....	....
Portugal.....................do...	10,902	10,334	4,661	4,505	5,898	11,550	12,413
United States ....do...	13,962	16,224	12,596	14,077	11,463	3,589	2,736
England ....do...	51,406	35,357	31,632	24,757	33,011	41,773	48,268
France.......................do...	138,146	71,834	63,580	117,821	60,350	59,293	47,796
Hamburg and Bremen ..do...	33,464	44,636	37,399	24,567	44,166	29,824	57,979
Holland......................do...	32,134	26,445	6,300	37,098	15,400	24,000	27,300
Various ....do...	....	....	2,435	2,709	5,392	6,976	8,048
Total.................do...	562,219	579,342	544,703	551,952	736,880	728,497	655,670
In barrels	890	....	1,027	972	1,010	1,357	....

Stock warehoused at Antwerp on December 31, 1899, was: Five hundred pounds Java; 15,000 pounds Haiti; 209,000 pounds Rio, Santos, and Bahia; miscellaneous, 5,343 pounds; altogether, 229,843 pounds, as compared with 327,676 in 1898.

The end-of-month prices quoted at Antwerp for Santos, good average, per 110.23 pounds, were as follows:

January	$7.33	May	$7.04	September	$6.32
February	7.14	June	6.85	October	6.94
March	6.94	July	6.56	November	8.10
April	6.90	August	6.51	December	7.72

TOBACCO.

Duty, $10.61 excise and $2.89 per 220.46 pounds.

Movement of the Antwerp market, in hogsheads.

	Kentucky.	Virginia.	Maryland and Ohio.	Total.
	Hogsheads.	*Hogsheads.*	*Hogsheads.*	*Hogsheads.*
Provision up to 1st January	1,968	436	192	2,596
Importations during 1899	6,320	678	820	7,818
Total	8,288	1,114	1,012	10,414
Sales in 1899	6,761	655	895	8,311
Stock, end of December	1,527	459	117	2,103

Tobacco in hogsheads.—The year did not give the satisfactory results looked for. Transactions amounted in quantity to a good figure, but did not correspond with the demand.

Burley.—It is to be noted that this variety, in the past considered indispensable by manufacturers, has been totally neglected of late, and this will continue to be the case as long as the present high prices are maintained.

Cigar tobacco.—Owing to the constant increase in the number of cigars consumed in this country, this variety is in more demand than the others. As regards the varieties for the manufacture of cigarettes, notwithstanding the fact of the extensive fraud carried on, the year was a prosperous one.

Manila and Habana.—Recent events in the islands necessarily obstructed the culture of tobacco, the consequent result being a standstill in the business transactions. The stock on hand contained but a small quantity of the good qualities, and importations were rendered almost impossible throughout the year. Prices were high and did not fluctuate.

Seed leaf.—The importations were not as important as in preceding years, owing to the greatly increased consumption of this variety of tobacco in the United States. The stock at the end of the year was small, some 2,397 cases in all. Prices were irregular.

WORKSHOPS.

The establishments engaged in making repairs to ships were, generally speaking, well occupied during 1899, several important repairs having been made on vessels calling regularly at this port. Moreover, a number of vessels were sent to Antwerp from other ports. Workshops doing a general line of business were also well occupied, but had difficulty in competing with similar establishments in the interior of Belgium.

DIAMOND CUTTING.

During the first two months of the year, work was carried on regularly, though several establishments were obliged to shut down from time to time owing to the difficulty experienced in obtaining the rough stones. The competition among the different cutters was very keen and prices rose constantly, the advance at the end of the period under consideration being 50 per cent. During the investment of Kimberly, the supply of rough material having completely stopped, nearly all the establishments at Antwerp were shut down. It is estimated, however, that although a smaller number of carats was turned out, the value of the business done will exceed that of 1898.

NATIONAL BANKS.

The sum total of mercantile paper in Belgium discounted in 1898 was $500,876,133. The branch bank discounted $235,617 bills of exchange, amounting in value to $83,835,004. If to the sum total of Belgian bills of exchange discounted be added 19,384 bills of exchange on foreign countries, amounting to $124,883,218, it is seen that the national bank received in 1899, 3,693,270 bills of exchange, amounting to $625,759,351. In 1899, the bank refused 5,354 bills of exchange which did not come up to the required statutory conditions. These bills amounted in value to $761,876. The total discount on Belgian mercantile paper was 2,039,761 bills of exchange, and acceptances on December 31, 1899, amounted to $83,680,376. Foreign mercantile paper included in this sum was valued at $21,014,489.

The movement of the bank and branches was as follows:

	Receipts.	Payments.
Brussels	$824,928,053	$825,040,697
Agencies	1,111,074,780	1,107,047,836
Branch bank	264,217,658	263,458,332
Total	2,200,220,491	2,195,546,865

The receipts on account of the treasury amounted to $323,495,117; payments amounted to $327,893,647. The balance in the bank on December 31, 1899, was $4,698,395. The credit balance of savings bank was included to the amount of $860,516 in the general balance of running accounts, December 31, 1899.

The total of bills of exchange credited on account at Brussels during 1899 reached the number of 139,244, for a sum of $135,559,483.

The total number of bills of exchange credited on account in the provinces amounted to 351,582 in number, for the sum of $134,616,844.

On December 31, 1899, the declared value of voluntary deposits was $69,020,771. In this sum was included $13,235,901, the amount of deposits in the branch bank. The tax on deposits was $43,889.

The public funds belonging to the bank amounted to $9,633,291 on December 31, 1899. They included the following:

Belgian debt:	
2½ per cent nominal capital	$1,284,665
3 per cent (first series)	1,098,438
3 per cent (second series)	6,581,415
3 per cent (third series)	1,218,119

The amount of bills payable to bearer was $144,593,670; bills of exchange in treasury, $30,819,365. The amount of bills in circulation on December 31, 1899, was therefore $113,774,305. The earnings on the stock for both half years was $23.

The product of the discount received during the year was $306,537.

The number of running accounts on December 31, 1899, was 383. The transactions, based on these accounts, amounted to $1,133,717,864.

The loans made by the March bank during 1899 on public funds amounted to $3,977,140, and were 441 in number. The earnings on loans made on public funds amounted to $31,232. There remained unliquidated on December 31, 1899, 132 contracts, representing a sum of $1,204,513. The balance of voluntary deposits was $13,235,901. The receipts from safe deposits amounted to $13,784.

TRANSACTIONS OF THE BELGIAN NATIONAL SAVINGS BANK.

On December 31, 1899, the number of accounts or "books" was 1,650,000, and the amount they represented was $118,116,000. If to this sum be added $33,196,000, deposited in the form of Belgian Government annuities, it is seen that the grand total deposited in the savings bank is $151,312,000.

During the last three years, the number of accounts has increased successively by 139,000, 137,000, and 128,000, representing $10,036,000, $6,369,000, and $8,492,000.

Since 1895, the number of accounts amounting to more than $600 (about 18,000 in all) has remained stationary, and it is the accounts of less than $600 that have been the means of increasing the total. More than 60 per cent have a total of less than $20, and 80 per cent are under $100. Statistics show that since 1893, 85 per cent of the accounts opened are for persons belonging to the working class.

It is reckoned that at the present time, the percentage of persons in Belgium having an account in the savings bank is 1 per 4 inhabitants. This number is surpassed in certain provinces of the country, such as Brabant, Hainaut, and Namur, where it is estimated that there are 30 accounts per hundred inhabitants. During 1893 the percentage for Belgium was 1 for 7, and in 1896, 1 for 5 persons.

Advances made to societies for the construction of dwelling houses for the working classes amounted to $3,860,000 during 1897 and $5,983,000 during 1899. Loan associations, numbering 102, figured in the last-mentioned sum for the amount of $5,693,500, and the societies for the construction of dwellings, numbering in all 27, for $289,500.

The rate per cent for money advanced to the above-mentioned associations was as follows: 2½ per cent for the loan associations and 3 per cent for the building associations. However, since July, 1899, the rates have been advanced, respectively, to 3 and 3½ per cent.

The number of real-estate loans made by the associations amounted during 1899 to 13,697.

The operations during 1899 of the "Retiring-fund Bank" were important. There were in all 627,100 payments, representing a total of $965,000, as compared with 332,000 payments and $675,500 during the preceding year.

The operations of the "Insurance Fund" are divided into two branches—that having as its object the guarantee of repayment of sums advanced to real estate investors for the purchase of land and construction of dwellings thereon, and insurances by general public.

The first named continues to increase in importance. There were 11,198 contracts made, representing a sum of $5,018,000. The corresponding figures for the preceding year were 9,000 contracts for about $4,053,000. The operations of the second class were considerably smaller in amount and number. There were made 574 contracts, covering altogether $405,300.

Numerous modifications have been made in the rules, and these will enable the public to profit from several new and advantageous combinations, will do away with a great many of the formalities that existed in the past, and will also permit insurers to pay premiums in small monthly fractions. It is confidently expected that these new measures will result in an increase in the operations of the fund.

HARBOR OF ANTWERP.

The 2,000 meters (2,180 yards) of new quays being constructed by the Government in the southern limits of the port have not as yet been completed, owing in great part to a number of accidents. The city authorities are ready to supply the necessary equipment.

The new sheds on the northern and southern sides of the "Bassin au Bois" have been finished, as well as the necessary roads leading up to the same.

The portion of the frontage heretofore devoted to the uses of the health department is being reconstructed and will be placed at the disposal of commerce. The health department has been granted wharfage in the Campine Basin.

A shed of a superficial area of 2,160 square meters (2,583 square yards) has been erected at the southern extremity of the Quay du Rhin.

Further, a rolling bridge is being constructed over the intermediate Kattendyck Lock.

The equipments of the port have been increased by two ice breakers and one dredger. For the manipulation of merchandise, there have been added 11 hydraulic rolling cranes of a 2-ton force, and 18 new ones of the same power have been ordered.

MERCHANT MARINE.

On December 31, 1898, there were 61 vessels, all told, owned at this port—60 steamships and 1 sailing vessel—having a total tonnage of 92,871 tons.

There were nationalized, during 1899, 15 steamers, 26,359 tons, and 1 sailing vessel, 1,249 tons; total, 120,479 tons.

There were lost, 1 steamer by transfer of flag, 3,011 tons; 2 steamers by casualties, 2,230 tons; 2 steamers by sale, 1,882 tons; total, 7,123 tons.

On December 31, 1899, the merchant marine amounted in number to 72 vessels—2 sailing vessels and 70 steamships—of a total tonnage of 113,356 tons.

INTERNATIONAL NAVIGATION.

The following table compares the tonnage entered at principal European ports:

From—	1890.	1897.	1898.	1898.
Amsterdam	1,484,250	1,585,351	1,537,365	2,475,032
Antwerp	4,506,277	6,208,215	6,452,043	6,872,848
Bordeaux	1,091,097	921,811	1,022,402	975,102
Bremen	1,733,809	2,258,988	2,464,800	2,406,748
Dunkerque	1,256,518	1,168,886	1,448,518	1,365,826
Genoa	2,612,841	3,596,926	3,632,143	....
Hamburg	5,202,825	6,708,070	7,354,112	7,768,000
Havre	2,159,213	2,220,561	2,292,041	2,175,691
London	7,708,705	9,110,925	9,437,764	9,437,950
Liverpool	5,782,351	5,845,384	6,170,450	6,152,187
Marseilles	2,647,962	3,715,751	4,291,664	4,699,168
Rotterdam	2,918,425	5,409,417	5,751,393	6,143,883

PORT OF ANTWERP.

Seagoing vessels entered since 1860.

	1860.	1870.	1880.	1890.	1897.	1898.	1899.
Number of voyages	410	1,745	3,156	3,879	4,642	4,721	4,943
Tonnage	139,610	722,865	2,500,562	4,257,027	5,970,887	6,144,810	6,872,848

Vessels entered at Antwerp, classified according to nationality.

Nationality.	1880.		1890.		1898.		1899.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
German	439	257,856	684	777,606	876	1,365,618	891	1,432,068
American	83	46,040	11	17,802	2	874	2	5,584
English	2,292	1,718,779	2,624	2,565,755	2,874	3,486,235	3,013	3,689,427
Austrian	8	3,450	4	3,596	19	81,702	25	43,705
Belgian	288	338,491	298	483,689	369	472,763	360	489,293
Danish	367	116,408	163	142,735	168	147,043	179	157,821
Spanish	98	68,598	54	50,074	42	41,951	60	72,178
French	184	82,294	159	137,871	174	182,721	127	118,753
Grecian	4	4,591	27	41,359	14	26,383	22	40,678
Dutch	111	38,650	49	30,766	161	174,640	170	183,295
Italian	72	41,056	5	26,273	21	21,409	28	37,386
Japanese	....	....	....	....	35	142,258	40	168,433
Norwegian	340	141,824	256	111,600	225	172,194	251	181,388
Portuguese	20	8,906	11	5,181	3	7,061	14	28,502
Russian	73	29,165	33	18,927	51	42,824	68	66,148
Swedish	252	109,527	152	79,809	166	97,195	182	129,225

EMIGRATION FROM ANTWERP.

During 1899, 25,886 emigrants left this port on board of 134 vessels. The following table shows their nationality and ports of destination:

Nationality.	Males.	Females.	Destination.					
			America.			Asia.	Africa.	Australia.
			North.	South.	Canada.			
Direct departures.								
Belgians	840	450	1,220	69	....	....	1	....
Dutch	150	81	198	25	....	3	4	1
Americans	485	848	831	....	....	1	....	1
French	96	52	135	10	....	1	....	2
Germans	1,505	1,899	2,819	47	....	2	3	83
Italians	942	54	854	134	....	....	....	8
Swiss	161	68	172	57	....	....	....	....
English	374	230	2	10	....	17	6	569
Luxemburg	112	41	153	....	....	....	....	....

Nationality.	Males.	Females.	Destination.					
			America.			Asia.	Africa.	Australia.
			North.	South.	Canada.			
Direct departures—Cont'd.								
Austrians	7,851	4,854	12,697	8	....	....	....	....
Russians	3,087	2,271	5,344	9	....	2	....	3
Various	289	146	351	23	....	7	....	54
Total	15,892	9,994	24,776	292	....	33	14	671
Indirect departures.								
Belgians	113	53	49	29	77	....	11	....
Strangers	563	220	334	138	249	....	60	2
Total	676	273	383	167	326	....	71	2

The total number of emigrants that left this port during 1898, on board 149 vessels, was 16,711, which, compared with 25,886 in 1899, shows an increase in the last year of 9,175 persons. Six thousand seven hundred and sixty-six emigrants landed at Antwerp during 1899, from 107 vessels.

THE COMMERCE OF THE KONGO FREE STATE.

The Free State imported during 1899 merchandise amounting in value to $4,308,888, of which $3,009,400 was declared as being of Belgian origin.

The articles principally imported were: Alimentary products, cotton tissues, woolens, hardware, clothing, linen, boats and parts of same, firearms, powder, liquors, coal, furniture, building material, machines and machinery, and tools.

The exportation during 1899 of goods of native origin amounted in value to $6,727,530, of which $6,246,991 was declared for export to Belgium. The principal articles were: India rubber, $5,165,821; ivory, $1,076,314, and coffee, palm oil, cocoanuts, cocoa, tobacco, etc., $485,395.

The total number of settlements or "factories" established by the State is 163.

New roads have been constructed in the vicinity of all the settlements, but transportation by water is preferred when practicable. The high roads have a breadth of 10 meters (10.9 yards) and the branch roads 5 meters (5.4 yards).

It is especially the paths uniting the settlements that are being improved, as when navigation is impossible these are used by the carriers. The completion of the railroad uniting Matadi with the Stanley Pool has been the means of stimulating the colonial enterprises situated in the districts of the higher Kongo. Transportation by carriers and caravans has been done away with. The construction of vessels to navigate the Pool is at present a comparatively easy task, inasmuch as large parts of boats can now be transported and put together, whereas in the past, no part larger than those portable by carriers was sent. This railroad has also encouraged the establishment of French colonial societies in the French Kongo, permitting the same to transport the merchandise and machinery required at the start via the Stanley Pool. Transportation by land via Loango to Brazaville would have been a most difficult undertaking.

There is a project at present under consideration to connect Stanleyville with the lake region by railroad. It is considered a practicable undertaking; at least, there have been found no great difficulties from Stanleyville as far as Avakubi.

Before the completion of the railroad running to the Higher Kongo, there were never more than 100,000 loads of 35 kilograms (77 pounds) each transported per annum, but in 1899, the number increased to 240,000.

The State possesses at present 26 steamships on the waters of the Higher Kongo, with a loading capacity each of about 1,250 tons. Colonial enterprises own 30 vessels in the same waters, but they are smaller and do not average more than 300 tons each.

There are at present 1,500 kilometers (932.1 miles) of telegraph connection. There is one steam tramway line in process of construction—the Mayumbé. The first section of the same, running from Boma to Laki, about 31 kilometers (19.2 miles) in length, has been lately opened to the public.

Since 1894, the Government has required the establishment of a large number of plantations of coffee and cocoa. Among the coffee plants tested, the Liberian variety has proved to be the most hardy and suitable for the climate. For cocoa, varieties were secured from San Thomé, Caracas, and Colombia.

Most of the plantations above referred to are situated in the Equateur and Aruwimi districts and the zone of the Stanley Falls.

The following figures show the development of the plantations in the last six years:

	1894.	1895.	1896.	1897.	1898.	1899.
Coffee plants	61,517	241,446	494,069	1,167,259	2,021,178	2,364,634
Cocoa plants	13,867	36,675	87,896	104,813	190,160	386,269

In addition to the above, there are 800,000 coffee and 200,000 cocoa plants in nursery gardens.

The chiefs of tribes are required to cultivate the above-named plants, and are compensated for so doing. This obligation has been in force since 1897, and good results are being obtained.

It is to be noted that the wild coffee plant is found around the Stanley Pool district, but although the taste of the bean is not disagreeable, it is too bitter for those accustomed to the cultivated variety.

In order to compensate for the great quantity of rubber gum extracted, a Government decree of January 5, 1899, ordains that in the dominions of the State, 150 feet of rubber-producing plants be planted for every ton of rubber annually extracted.

The census taken in 1898 gave the population of foreigners as 1,630.

The stock exchange quotations for the more important of the Belgian colonial enterprises in the Kongo during 1899 were as follows: Chemin de fer du Congo, ordinary shares, advanced from $313 to $482; Chemin de fer du Congo, founders' shares, advanced from $752 to $2,316; Abir advanced from $2,682 to $3,765; Société Anversoise pour le Commerce au Congo, $1,737 at the beginning of the year, advanced to $2,316; Comproir Commercial Congolais, $656; Chemin de fer du Haut Congo started at $366 and reached $463 for ordinary shares.

The list of similar enterprises rated on the exchange (the value of which has in every case increased) is too long to be reproduced here.

There is a direct line of steamers running from Antwerp to Boma and Matadi, leaving every fortnight. The trip under ordinary circumstances is made in twenty days.

BELGIAN–UNITED STATES TRADE IN 1900.

Exports from Belgium to the United States, comparing the first six months of the years 1900, 1899, and 1898.

Articles.	1900.	1899.	1898.
Alcoholic liquors:			
Brandy of every description, in bottles........gallons..	2,377	872	1,796
Brandy of every description, in casks............do....	2,193	2,509	2,351
Beer, bottled............do....	19,416	12,548	12,231
Chicory............pounds..	8,086	239,508	60,152
Burnt and prepared............do....	219,468	12,831	....
Cocoa butter............do....	5,132	....	21,385
Coke............tons..	1,400	3,260	2,935
Coal:			
Ordinary pit............do....	22,070	17,590	14,672
In bricks............do....	24,500	30,493	37,800
Chemical products not specified, carbonic acid, and sulphuric acid............dollars..	450,080	328,381	318,714
Sal soda............pounds..	567,795	226,752	1,032,447
Sulphur............do....	357,399	286,538	1,155,862
Salt, raw............do....	....	110,230	....
Raw mineral matter unclassified, ton copper, lead, zinc, etc............dollars..	65,929	55,591	92,449
Lead, unclassified............pounds..	22,412	28,624	....
Steel rails............do....	2,590,526	187,391	....
Iron:			
Small beams, in cast............do....	1,720,029	....	162,578
Beaten in wire or rolled............do....	1,214,415	88,371	748,312
Wrought............do....	177,371	175,495	224,230
Copper, galvanized and nickeled............do....	11,376	....	20,238
Machines and machinery:			
In cast iron, unspecified............do....	52,743	323,587	73,360
In iron and steel, unspecified............do....	158,244	382,796	3,276
In other metals............do....	422,278	10,705	7,401
Fire arms............dollars..	214,503	211,630	83,929
Harberdashery and hardware............do....	17,091	7,773	26,401
Furniture............do....	1,617	2,605	5,545
Cement............pounds..	143,355,211	102,427,980	144,187,868
Stones for building purposes............do....	299,347	418,168	82,496
Paper, not specified............do....	922,865	345,789	429,584
Books:			
Paper back or bound............do....	35,608	42,390	44,493
Unbound............do....	1,517	8	196
Clothing of all kinds, ready made............dollars..	76,700	60,921	61,547
Under clothing of every description............do....	....	....	580
Cotton tulles, laces, etc............do....	5,201	3,512	4,110
Cotton textures, total value of............do....	36,313	22,966	26,220
Woolen textures............do....	88,753	104,385	126,753
Woolen thread, carded, twisted, etc............pounds..	8,377	8,271	37,831
Wool, raw............do....	1,337,142	1,055,743	1,571,046
Silk textures............dollars..	....	58	4,272
Flax............pounds..	1,220,376	814,925	650,579
Jute, hemp, etc., textures............dollars..	107,192	145,765	118,009
Oakum............pounds..	66,314	185,440	339,337
Cordage............do....	30,302	67,661	120,005
Hemp............do....	24,700	536,754	92,382
Oilcloth of every description............dollars..	1,698	135	579
Textures of every description............do....	2,461	3,435	154
Horsehair, bristles, shells, etc............do....	42,074	32,413	43,762
Live plants and flowers............do....	28,196	30,045	28,294
Hides, raw............pounds..	4,731,984	4,671,078	4,076,041
Skins, dyed, varnished, etc............do....	131,685	92,561	71,233
Gloves............dollars..	63,063	55,565	41,147
Rags............pounds..	13,370,749	8,080,148	9,625,650
Medicinal plants, essences, etc............do....	36,920	28,091	29,063
Meats, preserved............do....	73,082	73,636	6,466
Mineral water of every description............dollars..	57,662	111,362	57,029
India rubber:			
Raw............pounds..	1,488,491	813,131	571,772
Manufactured............dollars..	886	560	193
Rice, peeled............pounds..	....	71,211	....
Resin and bitumen, unclassified............do....	1,038,144	1,395,252	1,385,024

Exports from Belgium to the United States, comparing the first six months of the years 1900, 1899, and 1898—Continued.

Articles.	1900.	1899.	1898.
Glass:			
Window ... pounds..	17,624,317	20,895,038	20,830,734
Ordinary ... do....	310,352	353,752	350,126
Mirrors ... dollars..	67,223	130,145	16,640
Ivory ... pounds..	61,288	41,003	55,615
Works of art ... dollars..	2,528	2,761	4,134
Sugar, raw, beet root ... pounds..	38,757,223	15,452,509	....
Vegetables:			
Preserved ... do....	146,753	66,299	138,169
Not specified ... do....	....	....	469
Vegetables and vegetable substances not specified ... do....	54,561	86,180	961,278
Vegetable oils:			
Alimentary ... do....	....	37,478	51,085
Nonalimentary ... do....	518,339	571,079	51,085
Anmial fat ... do....	1,799,086	3,091,936	1,613,372
Wood pulp ... do....	570,969	....	389,471
Wood, wrought ... dollars..	182,457	119,871	161,067
Dyewoods ... pounds..	22,046	....	10,692
Various products for industrial purposes ... dollars..	97	58	704
Dyes and colors ... pounds..	2,693,088	2,526,295	4,191,231

Imports from the United States into Belgium, comparing the first six months of the years 1900, 1899, and 1898.

Articles.	1900.	1899.	1898.
Barley ... pounds..	112,051,553	5,916,132	74,193,002
Bran ... do....	4,047,081	4,767,828	5,923,474
Buckwheat ... do....	2,174,115	4,724,555	3,243,628
Indian corn ... do....	281,121,906	263,072,790	317,655,600
Rye ... do....	15,516,958	10,068,946	86,198,511
Oats ... do....	23,747,265	7,012,669	23,442,288
Wheat, spelt, and meslin ... do....	261,389,009	465,345,612	292,582,045
Forage ... do....	5,623,430	6,592,464	5,347,652
Flour:			
Wheat ... do....	4,831,202	2,961,047	2,549,018
Barley, oats, corn, and buckwheat ... do....	236,487	363,829	490,102
Unclassified ... do....	26,592	17,709	5,904
Nonalimentary fecula ... do....	4,983,628	5,557,113	5,206,253
Coffee ... do....	616,058	441,553	383,885
Cotton ... do....	41,703,915	28,226,091	49,405,242
Hops ... do....	18,611	151,575	3,468
Malt ... do....	983,913	855,016	1,024,711
Raw animal substances such as lard, etc ... do....	9,178,197	10,585,321	17,379,935
Animal fat, not specified, fish oil ... do....	6,483,942	4,867,660	3,879,469
Raw animal substances, horsehair, shells, etc ... dollars..	66,392	69,653	52,020
Fruits:			
Prunes ... pounds..	939,065	248,377	641,811
Dried, unclassified ... dollars..	69,179	55,117	68,223
Honey ... pounds..	608,181	595,449	418,918
Meats:			
Salted, smoked, ham, tongue, etc ... do....	11,870,446	14,466,801	24,271,398
Preserved ... do....	485,457	873,649	510,593
Raw animal matter, unclassified, grease ... do....	271,371	406,524	1,236,194
Petroleum, refined ... do....	107,085,975	112,400,781	109,984,130
Rushes, bamboo, etc ... dollars..	57,045	122,262	14,874
Stones, unclassified ... pounds..	28,373,173	21,279,522	82,202,050
Tar, asphalt, etc ... do....	38,878,271	29,977,811	35,809,814
Copper and nickel:			
Worked ... do....	98,627	46,140	91,475
Unworked ... do....	6,462,959	1,606,981	8,601,132
Iron:			
Cast ... do....	13,903,155	13,990,788	6,150,611
Wrought ... do....	133,250	320,973	192,395
Old ... do....	1,987,579	462,525	468,153
Not specified ... do....	106,664	99,522	88,173
Lead ... do....	3,244,891	2,158,724	1,590,306
Steel in bars, sheets, and wire, unspecified ... do....	155,127	185,945	152,684
Tools, machines of iron and steel, unclassified ... do....	704,334	419,372	102,796
Machines and machinery:			
Unclassified ... do....	275,110	24,583	47,222
Cast-iron, unclassified ... do....	4,187,091	2,148,649	1,272,476
Bicycles and bicycle parts ... dollars..	15,987	25,379	40,080
Firearms ... do....	11,615	7,318	2,352
Hemp ... pounds..	89,026	1,506,180	225,502
Cordage ... do....	10,692	72,818	63,620

Imports from the United States into Belgium, comparing the first six months of the years 1900, 1899, and 1898—Continued.

Articles.	1900.	1899.	1898.
India rubber, manufactured .... dollars..	2,301	2,194	3,192
Hides, raw .... pounds..	78,107	85,168	297,359
Leather, tanned .... do....	37,593	40,560	49,259
Furniture .... dollars..	11,778	9,352	9,589
Haberdashery and hardware:			
10 per cent duty .... do....	559	664	509
15 per cent duty .... do....	10,687	14,600	9,796
Paper, not specified .... pounds..	228,423	615,665	649,969
Chemical products unspecified, such as carbonic-acid gas, etc .... dollars..	564,653	437,493	233,222
Dyes and colors, not specified .... pounds..	2,932,550	928,251	646,516
Drugs:			
Unclassified, plants, roots, and flowers, etc .... do....	22,275,530	12,761,349	16,144,773
Glue .... do....	41,618	1,984	86,702
Tobacco:			
Unmanufactured .... do....	5,248,171	5,534,648	5,074,525
Smoking and snuff .... do....	23,959	8,283	9,272
Cigars and cigarettes .... do....	6,457	9,418	4,294
Vegetable oils, nonalimentary .... do....	21,241,775	17,442,259	11,992,418
Vegetables and vegetable substances, unspecified.... do....	245,266	481,529	1,007,709
Grains .... do....	853,246	2,032,110	5,816,617
Oil cakes .... do....	85,691,340	79,177,867	68,292,319
Wood:			
Oak and walnut, split .... cubic meters..	351	839	558
Oak and walnut, sawn .... do....	14,165	9,080	9,643
For building purposes, other than oak and walnut, unsawn .... cubic meters..	558	1,104	687
For building purposes, other than oak and walnut, sawn beams, etc .... cubic meters..	3,167	3,461	2,876
For building purposes, other than oak and walnut, sawn .... cubic meters..	36,767	34,408	31,866
Wrought .... dollars..	7,267	5,583	7,678
Wood pulp .... pounds..	906,706	2,919,937	2,022,599
Horses .... number..	1,867	2,390	3,641
Wool .... pounds..	125,636	1,135,930	2,143
Raw mineral matter, unclassified, such as mineral copper, lead, zinc, etc .... dollars..	22,032	138,825	95,599
Works of art .... do....	497	5,994	20,667

BELGIAN EXPORTS.

[Comparing the first six months of 1900, 1899, and 1898.]

The figures of the exportations of chicory, burnt and prepared, show a notable increase over the amount of the two preceding years, whereas in chicory, unprepared, there is a falling off. The exportations to the United States of chemical products of all varieties have also increased; for example, exportations of carbolic and sulphuric acids for the first half year of 1900 amounted in value to $450,080 as contrasted with $328,381 and $318,714 during the two preceding years. The steel rails exported amounted in weight to 2,590,526 pounds in contrast with only 187,391 pounds during the first six months of 1899; small iron beams, cast, to 1,720,029 pounds (162,578 pounds during the first half of 1898); wrought iron, as wire or rolled, to 1,214,415 pounds in 1900, 88,371 pounds in 1899, and 748,312 pounds in 1898.

Under the heading of machines and machinery, exports in cast iron, unspecified, amounted in weight to but 52,743 pounds as compared with 323,587 pounds during 1899 and 73,360 pounds in 1898. In iron and steel, the figures were 158,244 pounds in 1900 and 382,796 pounds and 3,276 pounds during 1899 and 1898 respectively. Exportations of other metals than those referred to amounted to 422,278 pounds during the first half of the present year and 10,705 pounds and 7,401 pounds in 1899 and 1898.

The cement exported was 143,355,211 pounds, or about 40,000,000 pounds more than the preceding period. Paper, not specified, advanced from 429,584 pounds in 1898 and 345,789 pounds in 1899, to 922,865 pounds during the period under review, a notable advance of nearly 500,000 pounds.

Exportations of raw wool or textiles of the same have not increased or decreased to any marked degree, but there were 400,000 pounds more flax shipped this year than last. Shipments of jute and hemp textiles have diminished, as well as oakum, cordage, and hemp.

Shipments of raw hides remained about the same as during the preceding period. Skins, dyed and varnished, amounted to 131,685 pounds as contrasted with 92,561 and 71,233 pounds the two preceding years. Exportation of rags also advanced by more than 5,000,000 pounds over that of 1899. Raw india rubber exported amounted in weight to 1,488,491 pounds (813,131 and 571,772 pounds during 1899 and 1898 respectively).

Exportations of window glass fell off by about 3,000,000 pounds; ivory shows an increase of 20,000 pounds over last year's amount. Shipments of raw beet-root sugar more than doubled; first six months of 1900, 38,757,223 pounds, and of 1899, 15,452,509 pounds.

BELGIAN IMPORTS.

Figures given in regard to the following articles will be found of interest to our exporters.

The amount of barley imported from the United States into this country during the first six months of 1900 was 112,051,553 pounds, or an increase of over 106,000,000 pounds on the figures of the preceding year. Shipments of oats fell off considerably during 1899, but amounted this year to about the same as in 1898. Wheat, which had been exported to the quantity of 465,345,612 pounds during the first six months of 1889, fell to 261,389,009 pounds for the same period of the present year. On the other hand, shipments of wheat flour were augmented by nearly 2,000,000 pounds. The amount of coffee received here from the United States was also larger than in the preceding period.

Importations of lard have diminished somewhat, but that of animal fat (fish oil), etc., increased by about 1,500,000 pounds.

Importations of fruits were considerable; the amount of prunes received in Belgium during the first six months of the present year being 939,065 pounds as contrasted with 248,377 pounds in 1899 and 641,311 pounds in 1898. Dried fruit, unclassified, exported from our country amounted in value to $69,179 this year, and $55,117 and $68,223 in the preceding half years.

Salted meats have so far been imported in smaller amounts than in the two preceding terms; the same preserved have maintained an average of about 450,000 pounds for the last three years. Grease, classified as raw animal matter, has diminished very considerably, viz, 1900, 271,371 pounds; 1899, 406,524 pounds, and 1898, 1,236,194 pounds.

Copper and nickel, unworked, were exported from the United States to Belgium during the first six months of 1900 to the amount of 6,462,959 pounds as contrasted with 1,606,981 pounds in 1899 and 8,601,132 pounds in 1898. The imports of old iron increased by 1,500,000 on the figures of the preceding years, and lead also increased by over 1,000,000 pounds. Tools, machines of iron and steel, unclassified, were imported from our country to the amount of 704,334 pounds in 1900; 419,372 pounds in 1899, and 102,796 pounds in 1898. Importations of machines and machinery, unclassified, were 275,110 pounds this year; 24,583 pounds last year, and 47,222 pounds during the same period of 1898. Machines of cast iron, also unclassified, increased from 1,272,476 pounds and 2,143,649 pounds during 1898 and 1899 to 4,187,091 pounds during the present period. Importations of bicycles, however, have fallen off to quite an extent during the last two periods. Paper, not specified, has diminished by about 400,000 pounds since last year. Importations of carbolic-acid gas have advanced in value from $437,493 in 1899 to $564,653 in 1900, or by more than $300,000 since 1898; dyes and colors, by 2,000,000 pounds. Drugs, comprising plants, roots, and flowers, also increased very largely.

Vegetable oils, nonalimentary, imported into Belgium amounted to 21,241,775 pounds in 1900; 17,442,259 pounds in 1899, and 11,992,413 pounds in 1898. On the other hand, vegetables and vegetable substances, unclassified, as well as grains, diminished to a marked degree. Importations of oil cakes have been increasing steadily; 68,292,319 pounds in 1898; 79,177,867 pounds in 1899, and 85,691,340 pounds during the present period.

Oak and walnut, sawn, show an increase of 5,000 cubic meters over the figures of the preceding year. Wood pulp has fallen off by 2,000,000 pounds, viz, 906,706 pounds in 1900 and 2,919,937 pounds in 1899. The number of horses received here from our country has also decreased, being 1,867 head during the present period, as contrasted with 2,390 in 1899 and 3,641 in 1898.

ECONOMIC SITUATION OF BELGIUM IN 1900.

It is doubtful whether the great industrial development of Belgium, as realized by the progress made in its many branches of activity, will be maintained at its present point.

Without wishing to assume to prophesy, it is permissible to observe that the depression in the industrial activity of this country which is just beginning to be felt will probably result not only in a crisis of manufacturing and commercial enterprises, but may also entail a financial crisis.

Undertakings in foreign lands, such as tramways, Russian, Kongo, and Chinese, have taken a considerable amount of capital out of the country. Competent observers have already noticed the effect on the value of farming properties, which have decreased in price considerably during the last twenty years, real estate investments having been more or less neglected in favor of those of a commercial and industrial character. This state of affairs does not exist alone in Belgium, but has also been felt in France, though to a less marked degree, in Germany, however, even more than in Belgium.

The great hopes for the future, based on the excellent financial results given by the first investments made in Russia, Kongo, and China, have, unfortunately, not always been realized. During the late crisis in Russia, there were a number of unsatisfactory settlements made. The Belgian financial market is easily led into speculations of which it has had at times to repent.

The present industrial situation invites serious consideration. It is known that Belgium exports large quantities of manufactured goods because they are made comparatively cheaply; but there are possibly two dangers ahead, one emanating from abroad and the other from the interior of the country. The first is in consequence of the competition of other nations, necessitating as a remedy combinations with foreign manufacturers, as was the case among the producers of coke and glass. These combinations bear on either the price or quality, and will possibly be the means of limiting the output of certain industries.

The danger from the interior is the too rapid increase in amount of wages paid to workmen, which renders it impossible for the Belgian exporters to offer their clients the same advantages as heretofore. The fact remains, however, that the rise is due to the fact that in many cases the remuneration was too low. Workmen in cord in the district of Termonde, Belgium, received, formerly, 35 cents per diem, and since the strike last March have been receiving 39 cents.

The desire to care for the welfare of the laboring class is commendable, but at the same time moderation in this respect is demanded in the interest of the industries themselves. It is on this account that the directors of the textile industries in this country are at the present time resisting the demands of their workmen for higher wages. A rise in the cost of production would be followed by a reduced field of operations for commercial enterprise. This is the case at present in the district of Hainaut, where the conflicts between capitalists and workmen are almost constant, to the great detriment of the glass industry.

The manufacture of glass bottles is daily losing ground in Belgium, the principal reason being the determination of the workmen to restrict the choice of their apprentices to persons of their own family—and Belgium is obliged to import annually, to supply the home demand, about 6,711,610 pounds from Germany, France, and the Netherlands. At the same time, there were exported from the district of Hainaut during the past year 1,503,000 square meters of looking-glasses and 372,577,400 pounds of window glass, without taking account of the shipments of the commoner kinds, as well as of crystals.

In the coal districts, strikes are constant, the exceptions being at Mariemont and Bascoup, where the wages of the workmen are based on the average price of sale.

As regards Belgian commercial activity in northeastern Europe, it is to be noticed that it has a tendency to decline, inasmuch as powerful competitors are rising on all sides.

During a period of twenty years, the port of Antwerp was able to drain the trade of Belgium, of the Rhenish provinces, of a part of southern Germany, as well as of the north of France, owing to the perfected systems of machinery employed at this port—its basins and splendid river frontage, the canals connecting the river Schelde with all the manufacturing centers of Belgium, and, lastly, the reduced tariffs for transit charged by the railways of the State. Notwithstanding the fact that during forty years more than $29,143,000 have been spent on improving the port, toward which sum the State contributed $17,177,000 and the city $11,966,000, a further outlay of $3,088,000 is being incurred by the State and $1,158,000 by the city in order to meet the competition created by the increasing facilities offered by the ports of Rotterdam and Dunkirk.

It is feared that sooner or later, certain commercial movements now having Antwerp as the point of departure or of destination will be diverted to competing ports. However, the business relations of a port of the importance of Antwerp are not subject to a rapid change, and the Belgian commercial metropolis will continue to regard the future with confidence and will not relax its efforts to increase the radius of its existing activity.

Geo. F. Lincoln,
Consul-General.

Antwerp, *October 5, 1900.*

REVIEW OF ANTWERP IVORY MARKET IN 1900.

During 1900, the Antwerp ivory market gained considerably in importance, the large quantities of merchandise offered for sale being disposed of with regularity, notwithstanding the fact that during the period under review conditions were not favorable for the development of the market. Under these circumstances, the result of offering large quantities of ivory for sale was to cause a fall in the price, which increased to 52 to 96 cents, according to quality and weight, at the end of the year. Tusks for bangles showed a falling off in price, varying from 19 to 38 cents, throughout the year. Ivory for balls remained stationary, with the exception of the small sizes, which decreased in value by 52 cents. "Scrivailles" were sold at a reduction of 19 to 38 cents.

Importations at Antwerp.

	Imports.	Sales.		Imports.	Sales.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
1900	734,131	740,746	1892	260,142	260,142
1899	723,108	644,845	1891	132,276	132,276
1898	509,262	452,604	1890	171,958	171,958
1897	584,219	619,492	1889	101,411	101,411
1896	440,920	585,762	1888	15,432	15,432
1895	798,065	605,162			
1894	582,006	410,055	Total	5,546,760	5,233,715
1893	493,830	493,830			

The prices obtained during the last thirteen years for hard Kongo ivory, not taking into consideration the quality or weights, were as follows:

	Average price per 2.2046 pounds.	Average weight.		Average price per 2.2046 pounds.	Average weight.
		Pounds.			*Pounds.*
1888	$4.63	20.39	1895	$3.16	19.43
1889	5.45	27.60	1896	3.05	14.12
1890	5.02	24.25	1897	3.27	21.19
1891	3.86	20.29	1898	3.54	17.63
1892	3.55	18.23	1899	3.83	16.78
1893	3.08	19.43	1900	3.46	19.84
1894	2.90	16			

The ivory sold during 1898, 1899, and 1900 was of the following variety and origin:

	1900.	1899.	1898.
Kongo:	*Pounds.*	*Pounds.*	*Pounds.*
Hard	523,828	457,348	289,904
Soft	27,396	27,714	17,636
Angola	101,420	117,372	127,866
Benguela, soft	....	518	2,425
Senegal	2,777	3,827	1,477
Gaboon	26,415	27,165	2,204
Abyssinia	21,444	1,953	1,102
Mozambique	2,306	....	....
Ambriz	8,163	....	9,924
Kameroon	23,547	6,832	....
Zanzibar	1,878	2,125	....
Siam	328	....	66
Hippopotamus teeth	757	491	....
Rhinoceros tusks	47	....	....
Curiosities	440	....	....
Total	740,746	644,845	452,604

The quarterly sales to be held during 1901 are to take place on the following dates: February 5, April 30, July 30, and October 29.

GEO. F. LINCOLN,
Consul-General.

ANTWERP, *January 16, 1901.*

BRUSSELS.

INDUSTRIES.

The condition of trade in this consular district during the past seven months has been somewhat better than for the corresponding period of 1899, especially as concerns the following industries: Marble, engraving, felt, rubber, bricks, foundries, breweries, phosphates, bicycles, construction, electricity, cement, quarries, metallurgy, automobiles, tiles, coal, etc.

Marble.—The situation was, in general, satisfactory. Some few years ago, this was one of the most important industries at Brussels, but owing to the present provincial and foreign competition, which is very great, successful business is most difficult.

Soap.—On account of high prices of raw materials and the impossibility to correspondingly increase selling prices, sales have been greatly reduced. Foreign manufacturers have taken advantage of this situation and have invaded this market, causing a sensible decrease in Belgian production.

Engraving.—Abundance of work. Wages remain stationary.

Rubber.—Fairly good production. Slight increase in sales.

Foundries.—Very great activity. In all grades and kinds of iron manufacture the condition is excellent, orders abundant, wages high, but workmen scarce.

Type foundries.—Wages very high; situation prosperous.

Breweries.—Great prosperity; satisfactory wages.

Felt manufacture.—Very active and abundant orders. Large number of workmen employed.

Matches.—Activity greatly diminished since last year in all the factories. In one, the hands are idle on account of conflict between the director and workmen concerning the size of the matches. In another, work is intermittent because of scarcity of raw material, principally wood.

Phosphates.—Exportation abundant, but no new orders; manufacturers are waiting for a rise in price and consumers for a decline.

Bricks.—Very great activity everywhere. Stocks are exhausted, the first bricks of this year already being used for building purposes. The market remains firm for bricks of all categories—paving and hollow bricks, flooring and roof tiles, pipes, etc.

Construction.—Workshops have abundant orders, principally from Russia. A great many constructors do not wish to accept orders before the middle, and even the end, of next year. The average day's wage of workmen has increased, while, it is stated, their usefulness has decreased. It is difficult to find workmen, especially for shops situated near the frontier. Locomotive and wagon works very busy. This excellent situation has hardly varied during the last six months.

Velocipedes (*bicycles*).—Great activity in construction and repair; workmen scarce; manufacturers anxious to secure skilled workmen.

Electricity.—Condition excellent, due to the constantly increasing application of electricity in nearly all industries. "The General Electric Traction Company for Navigable Ways" has just established 19 kilometers (11.8 miles) of electric traction on the Brussels-Charleroi Canal, on the section between Seneffe and Brussels, and expects to extend this traction over a distance of 35 kilometers (21.7 miles). The electric motors make 40 kilometers (24.8 miles) per day, while animal traction makes with difficulty 15 kilometers (9.3 miles). The society has definitely concluded for a period of thirty years a contract to light by electricity the villages of Ruysbroeck, Lembecq, Tubize, Oisquercq, Virginal, Ronquières, Godarville, Pont-à-Celles, Trazégnies, and Roux. A large number of manufacturers having factories near the canal are also negotiating with the society, as well as several other communes. The electric power house at Oisquercq is finished and now supplies light for Tubize, Oisquercq, Lembecq, and Ruysbroeck, and will soon be in position to supply light to Ronquières, Clavecq, Virginal, Loth, and Leeuw-Saint-Pierre, a distance of more than 40 kilometers (24.8 miles). The power house destined to furnish light to the communes of Pont-à-Celles, Trazégnies, Roux, and Godarville is now being built. The towns of Gosselies, Jumet, Marchienes, etc., are now negotiating with the company with a view to extend the line throughout the Charleroi district. In a short time, the entire country between Brussels and Charleroi—that is to say, the most industrial and populous region of Belgium—will be economically supplied with electricity for illuminating as well as for motor power.

Tack and nail industry.—Orders are rare, all the manufactured goods remaining in stores, and shutting down of works is not improbable. The manufacturers can not maintain their present activity without making great sacrifices, on account of their money being idle and tied up in the shops. Exportation may be said to be closed. Foreign competition takes whatever is offered and at any price, and as long as the raw material remains at present rates, so long will the Belgian nail industry remain in its unsatisfactory state. To be able to compete with foreign countries, it will be necessary to make a reduction of about 8 francs ($1.544) per 100 kilos (220.46 pounds) on steel.

Files.—The situation continues good, and orders numerous. Prices increased on account of the advanced cost of steel and coal.

Furniture.—Sales calm. Orders less than in preceding years, increase in price of raw material being prejudicial to this industry.

Cotton spinniny.—Sale of spun goods is poor. Buyers are waiting for a decrease in price of raw cotton.

Textile industry.—The increase in price of raw material has placed these industries in a difficult situation. Manufacturers have decided to advance prices. On account of high wages and scarcity of workmen, they have asked authority to again employ children in the mills.

Linen trade.—The exports of linen from this consular district to the United States for the fiscal year ended June 30, 1900, amounted to $372,255.78, an increase of $44,577.43 as compared with the fiscal year ended June 30, 1899. Total exportation from Belgium to all countries for the first six months of 1900 amounted to $1,633,411.30, and for the same period of 1899 to $1,526,407.08, an increase of $107,004.22.

Cement.—The manufacture of cement is one of the most important industries in this consular district, large quantities being shipped to all parts of the world. The exportation of cement from this district to the United States during the fiscal year ended June 30, 1900, shows an increase of $106,931.45 as compared with the same period ended June 30, 1899. The exportation of cement from Belgium to other countries during the first six months of 1900 was 205,339,500 kilos (451,746,900 pounds), and for the corresponding period of 1899, 203,501,116 kilos (447,702,455 pounds), showing an increase of 1,838,384 kilos (4,044,445 pounds).

Gloves.—Condition satisfactory; trade active. The exportation of gloves from Brussels to the United States during the fiscal year ended June 30, 1900, shows an increase of $936.78 as compared with the same period of 1899. General exportation from Belgium to all countries during the first six months of 1900 shows a decrease of 216,469 francs ($41,778) as compared with the same period of 1899.

Metallurgy; machinery.—Situation excellent; orders numerous, giving good impetus to business. Wages continue to increase and workmen are scarce. On account of increase of prices of raw material and fuel, and also wages, manufacturers are raising prices of all manufactured goods.

Bronze and gas fixtures.—Situation normal. The workmen of the Bronze Federation have notified the Syndic Chamber that after next month they will only work ten hours per day and will exact 25 centimes ($0.048) per hour for every supplementary hour's work, and will only work one supplementary hour per day; and further, the federation is not to give its consent for supplementary work if there are any workmen in bronze without work in the corporation. The union bosses have decided to ask the men to work sixty hours per week. They have not as yet entered into direct communication with the Bronze Federation, because before recognizing this organization they desire to seriously consult the Syndic Chamber as well as nonunion bosses.

Automobiles.—This industry is prosperous; already a certain number of builders have joined the Syndic Chamber. Wages are high and skilled workmen in demand.

Painting.—Very great activity. The minimum per hour to be paid by the bosses is fixed as follows: Plain painters, 55 centimes ($0.106); wood painters, 80 centimes ($0.154); decorators, 1 franc ($0.193).

Printing.—Relations between the syndicate of proprietors and the workingmen's syndicate seem to be entirely broken off. The situation is very strained and bosses having urgent work to do find difficulty in securing workmen. The stone lithographers have notified the Syndic Chamber that they will demand an increase of from 30 to 35 centimes ($0.057 to $0.067) in wage per hour. The Syndic Chamber will not officially notice this request, and will ask bosses to negotiate directly with the workmen.

Shoemaking.—Condition not satisfactory. Skilled workmen very scarce; increase in wages accorded in many shops. Sale of American shoes increasing. A programme to be used in the professional schools has just been issued and embraces all questions concerning the trade of shoemaker. There will be three series of lessons, extending four years' study, free to all young persons of the working class residing in Brussels and suburbs. The age of admission is fixed at from 13 to 18 years.

Quarries.—Extraction of plastic argile is pushed to the extreme limit. The weather has been most favorable for drying the earth. Very little stock in stores. The extraction of quartz is not less active. Manufacturers of fireproof products are now producing their maximum, are very sanguine, and see nothing that can interfere with the present prosperity. As concerns the quarries of porphyry, cut stone, and marble, there is a slight diminution in production, and it is somewhat inferior to average good years. Great demand for finished bluestone (granite) at increased prices. Lime production very active; producers have difficulty in supplying orders. The extraction of chalk near Harmigries is constantly increasing.

Coal trade.—The situation of the Belgian coal trade remains firm. For manufacturing, the demand is less pressing, but exportation of domestic coals is large. As no coal is required just now for heating, the lack is not so much felt by the public, but next winter it will be different, and dear coal is likely to cause much suffering among the poor. The coal merchants here state that the cause of this crisis in the coal trade is the colossal increase in the world's requirements and the enormous orders for railway material for Russia, Siberia, and China. All agree that the crisis is likely to continue, and even get worse; that the price of coal will be again doubled in one year, unless exportation to the foreign buyer is entirely prohibited or a very heavy tax placed upon any coal exported. The collieries have not kept pace with the increasing demand consequent upon enormous activity, particularly in electric lighting and propulsion, and they have practically no stocks to fall back upon. The difficulties of the colliery owners have been aggravated by lessened energy on the part of miners. The miners, however, are generally calm and satisfied with wages received. The average day's wage is now from 7 to 8 francs ($1.351 to $1.544). There is always a scarcity of laborers, especially of those working on the surface. Never before in the history of Belgium has there been such a demand upon the coal production of the country as at present.

Present retail prices.

Description.	Per 2.2046 pounds.	
	Francs.	United States currency.
Large extra lumps	48.00	$8.299
Sparrow heads, nut coal	45.00	8.685
Anthracite of all dimensions	42.00	8.106
Perforated bricks	45.00	8.685
Sparrow heads, nut coal, washed	42.00	8.106
Through and through	36.00	6.948
Fine grains and dust	30.00	5.79
Sparrow heads for American stoves	44.00	8.492

Coke.—Situation very active; new ovens are being established to enable contractors to fill orders, which are abundant and extend to the end of the year. Coke is now quoted at 27.50 francs ($5.30) per 1,000 kilos (2,204.6 pounds).

Glass trade.—The condition of the glass industry is very bad. Exterior issues have a disturbing influence, and it may be said no new orders are being given. The exceptional heat during the month of July operated against the normal production, which fell off about 40 per cent. The industry also suffered from the conflict between manufacturers and workmen which began in February, 1900, when the glass cutters struck for an increase of 5 per cent in wages, reinstatement of strikers in all the works, and six months' contract, with provision that workmen of advanced age should not be replaced by apprentices unless unable to cut the manufactured glass. Manufacturers informed the leaders that they would not yield to such demands. On July 1, 1900, La Nouville Union Verriére (New Glass Workers' Union) notified manufacturers that as their demands had not been granted, they would abandon work. The manufacturers as a body immediately replied that they were determined to shut down their works in preference to accepting the ultimatum of the union. Consequently on the 17th of July, delegates of the 6,000 union men unanimously voted to strike. Manufacturers at once announced that all the works would shut down August 1. Several were already idle. On August 1, none of the union men went to work. The glass was allowed to run out and fires were banked. Twenty-two or 23 furnaces are gradually dying out, and it is estimated that in a very short while, only 11 out of the 40 furnaces operating in normal times will be in activity for any definite length of time.

The strikers now number about 10,000. The leaders, it appears, are already concerned as to the result of strike, and are seeking means to bring it to an end. The president of the Union Verriére last Thursday called the workmen to meet in squads, with a view to induce them to collectively sign a contract to return to work under old conditions. It is, however, stated that manufacturers will not consider any such contract, but, on the other hand, they are inclined to a reduction of wages, and will reopen their works only on imposing their own conditions.

Agriculture.—Throughout this consular district, crops suffered from excessive rains in the early summer. Hay will be scarce and very high in price; clover and lucern very thick and rich. Cereals in general leave much to be desired. Wheat produces well, but oats and rye are weak and poor. Farmers report that good straw will be very scarce. The gathering of beet roots, late in some sections, has been most successful in others, and the harvest promises well. The cultivation of beets has greatly extended around the region of Mons. In fact, the greater part of the land under cultivation has been devoted to this, and a number of farmers have been compelled to buy agricultural machines on account of the scarcity of farm laborers.

Flax is in excellent condition. In certain localities, farmers have abandoned its cultivation for that of beets, which succeeds better and also gives fodder for cattle.

Owing to constant inclement weather, all cereals throughout this consular district produced poor yields in 1899. The crop of winter wheat was not only very bad, but the smallest reported for a number of years. The yield of straw was considerably below the average, both as to quality and quantity, and sold at a very low price. Summer wheat may be said to have been cultivated only to replace the winter wheat destroyed or sown too late, and gave no better yield than the latter. The 1899 crop of rye is the poorest for ten years, the yield of grain being small and of inferior quality. Barley produced better than wheat, yielding a comparatively satisfactory crop. Hay had an abundant yield of excellent quality. Carrots, turnips, red and white clover yielded fairly well. Yield of beets for sugar was very good, the roots being of an average weight and richness corresponding with the yield of 1898.

The following table shows the result of the analysis made by the Government agricultural laboratory at Gembloux, from samples of beets from all parts of Belgium:

Year.	Number of analyses.	Sugar maximum.		Sugar minimum.		Average.		Weight of beets.	
		Grams.	*Grains.*	*Grams.*	*Grains.*	*Grams.*	*Grains.*	*Grams.*	*Pounds.*
1895	1,668	18.6	271.07	8.2	126.54	13.87	213.89	522	1.148
1896	2,350	16.4	253.08	9.8	151.23	13.70	211.41	544	1.196
1897	1,318	17.2	260.42	10.1	155.86	14.61	225.46	537	1.181
1898	1,585	19.10	294.75	11.80	182.09	15.61	241.19	474	1.042
1899	1,329	19.30	297.84	11.60	179.01	15.53	239.66	545	1.199

Beets for forage gave a good crop in 1899. This cultivation is extending and taking the place of turnip cultivation on fallow land. The crop of potatoes was abundant and of excellent quality. The price remained firm, notwithstanding the yield.

The output of colza was inferior to that of 1898, as regards quantity only.

In 1899, hop growing increased. The yield was abundant and of good quality.

The yield of chicory, which was satisfactory as to quality, averaged about 20,000 kilograms (44,000 pounds) per hectare, while in 1898 the average was 23,000 kilograms (50,600 pounds) per hectare.

The fruit crop was very small and unsatisfactory.

The number of cooperating dairy farms is increasing, and the manufacture of butter is constantly improving throughout the country. The price of butter increased slightly in 1899. The importation of butter is decreasing yearly, and the exportation increasing.

The tobacco yield of 1899 was a little less than in 1898, but of good quality; 4,478,852 plants were cultivated in the province of Brabant in 1899. Importations amounted in 1898 to 8,682,892 kilos (19,102,362 pounds); unmanufactured tobacco, 57,343 kilos (126,154 pounds); cigars, 82,419 kilos (181,321 pounds). In 1899, the importations were 9,082,861 kilos (19,982,296 pounds); unmanufactured tobacco, 61,741 kilos (135,830 pounds); cigars and other tobacco, 78,955 kilos (173,701 pounds).

Horse breeding.—Throughout the province of Brabant, wherever horse breeding is possible, it has been practiced with success. It is a branch of rural economy appealing strongly to Belgian farmers, in which they are ever vigilant to realize progress. The products of their stables have never lost their reputation, which yearly extends. Prices are remunerative, and this satisfactory condition, which has existed for some time, was maintained during 1899.

Since 1893, the importation of horses into Belgium has exceeded the exportation, while prior to this date, a contrary condition existed.

The following table shows the importation and exportation of horses and colts during the last four years:

Year.	Importation.	Exportation.	Difference.
	Head.	*Head.*	*Head.*
1896	33,471	26,904	6,567
1897	43,213	30,112	13,101
1898	42,948	29,987	12,961
1899	40,136	27,557	12,579

The importation of horses into Belgium decreased during the year 1899, as shown by the following table:

Countries.	1897.	1898.	1899.
	Head.	*Head.*	*Head.*
England	22,454	21,643	20,131
France	7,954	7,117	7,336
United States	4,183	6,080	3,932

Cattle breeding continues to be very prosperous in this consular district. Prices for thin cattle remain high as compared with those for fat cattle. Aphthous stomatitis appeared among the cattle in 1899 and caused heavy losses to many breeders. The exportation of cattle was insignificant in 1899, while the importation increased.

Importation and exportation of cattle.

Year.	Importation.	Exportation.	Difference.
	Head.	*Head.*	*Head.*
1897	51,770	116	51,654
1898	62,446	68	62,378
1899	68,032	43	67,989

Importation and exportation of hogs.

Year.	Importation.	Exportation.	Difference.
	Head.	*Head.*	*Head.*
1897	53	183	130
1898	114	177	63
1899	119	129	10

Lace industry.—Trade in 1899 has been even better than in 1898, in spite of the fact that manufacturers had first to adapt themselves to the new fashion of trimming gowns.

Straight laces by the yard were neglected, but, on the other hand, the demand for all manner of odd and irregular shaped galoons, festoons, etc., was very brisk. This demand, being created by the fashion of the moment, will naturally be of a transient nature; hence the above-mentioned articles were principally produced in low-priced goods, such as duchesse, point de Bruges, and heavy point de Flandre. Allovers in the above makes were easily salable.

A leading feature was the immense business done in scarfs and ties. Enormous quantities of these articles have been produced, and they bid fair to be in favor for at least another season.

Articles.—Wearing apparel, such as dresses, jackets, boleros, sleeves, and collars, is becoming more prominent and is being made in all the leading varieties of real lace. This fashion, if it remains, will be a welcome feature, as machinery can not make shapes to advantage. So-called "berthas" or circular flounces not only maintain their prominence, but seem to be growing more popular on account of the numerous ways in which they can be used, which makes them great favorites with the ladies.

Veils in the different makes have been made in large quantities.

The demand for handkerchiefs has considerably exceeded the supply, owing to the fact that their values are too well established to allow makers to pay the same wages as for fancy goods. As usual, the United States has bought largely of duchesse, point de Flandre, and point de gaze laces, whereas the applique lace trade with that country has been quiet. England and France are the best customers for this lace.

In addition to the above best-known classes of laces, Belgium has produced a very considerable quantity of Luxeuil renaissance goods. This article was originally made in France, but is now being produced in the Flanders. The popular prices and pleasing effect of this lace insured a large outlet. The highly fashionable Cluny lace has also provided work for many hands, and is being produced in competition with the French (Haute-Loire) make. Valenciennes laces are in very fair demand, especially in the narrow widths and in insertions.

Belgian torchons have not been able to regain their former popularity, the imitations made in Barmen, Germany, and in Nottingham having been considerably improved in every respect and being so very low priced that a revival in the real article is hardly expected. Attention should be called to the Mirecourt N Arabe lace, originally made in France, which has of late been used to a considerable extent for trimming purposes. This make has also been adapted to shaped goods, such as dresses, and galoons, allovers, etc., have been extensively made of Arabe lace.

The economic condition of workers has been very good, as wages have been and still are high. The outlook is cheerful, and the lace worker should easily be able to double and treble her usual income.

The only black spot on this bright horizon is the tambour (Lierre) lace, which, owing to the Plauen imitation, is neglected. However, the vagaries of fashion are manifold, and this article may also come to the front again. I am indebted to the firm of Muser Brothers, lace manufacturers, at Brussels, for the above information.

TARIFF CHANGES.

The following is a summary of the changes made in the tariff during the year:

Felt for use in the manufacture of electric accumulators is classed in "Various products of industries," dutiable at 5 per cent ad valorem. Importers shall prove, to the satisfaction of the customs, that the tissues referred to are actually intended for the above use. This decree entered into force May 1, 1899.

Suppositories, empty or filled with medicament, classed in "Drugs," May 5, 1899. Free.

Orris roots roughly cut with a knife, dutiable as above, May 29, 1899.

Skirt flounces embroidered and trimmed with lace insertion, included in "Wearing apparel, etc.: Linen of all kinds, other of all kinds," at 20 per cent ad valorem, May 26, 1899.

Tablecloths and table centers, ornamented with an "openwork" obtained after weaving by the separation of several warp and woof threads, these having subsequently been tied by a separate thread, dutiable as above, June 9, 1899.

Ribbon cravats for personal attire, classed in "Wearing apparel, etc.: Articles made up wholly or in part, etc.," at 15 per cent ad valorem, May 3, 1899.

Patterns of tissue prepared for ladies' blouses imported singly in boxes, classed in "Wearing apparel, etc.: Articles made up wholly or in part, etc.," at 15 per cent ad valorem, May 20, 1899.

Bows for personal attire, dutiable as above, May 26, 1899.

Linen tape for venetian blinds, formed of two parallel bands woven separately and sewn together by strips. Same régime as above, June 20, 1899.

Machines and their parts in the composition whereof marble and slate predominate in weight, included in "Machines, implements, and tools of copper or other material," at 12 francs ($2.316) per 100 kilograms (220 pounds), May 3, 1899.

Cinematograph rollers unprovided with pictures, comprised in "Small wares and hardware: Articles, other," at 15 per cent ad valorem, May 3, 1899.

Tin bowls, dutiable as above, May 30, 1899.

Stoppers of zinc, nickeled or not, and screw stoppers of tin, etc., for closing bottles, jars, and other receptacles, same régime as above, June 21, 1899.

Tool or knife handles in rough, manufactured of an alloy of copper, zinc, etc., the copper predominating in weight, classed in "Metals: Copper, wrought," at 10 per cent ad valorem, June 9, 1899.

Cinematograph rollers forming a series of photographs of films or gelatine, included in "Art objects and articles for collection." Free, May 3, 1899.

Cigarette paper on reels or bobbins. Classed in "Paper, other," at 4 francs ($0.772) per 100 kilos (220 pounds). July 7, 1899.

Millstones mounted on troughs or provided with axles. Comprised in "Stones, other, rough or wrought." Free, when the stone constitutes the principal part. May 3, 1899.

Small metal tubes serving to mount toy musical balloons. Dutiable as "Various products for industries," at 5 per cent ad valorem. May 20, 1899.

Cigar ends collected on behalf of charitable institutions and imported from abroad. Classed in "Manufactured tobacco, other," at 120 francs ($23.16) per 100 kilos (220 pounds). July 1, 1899.

Cigarettes called "à bouquin" (with mouthpiece) formed of an ordinary cigarette mounted on a paper-roll tube. Included in "Manufactured tobacco, cigars, and cigarettes," at 600 francs ($115.80) per 100 kilos (220 pounds) on their total weight. July 7, 1899.

Cotton felts. Comprised in "Tissues of cotton, all other," at 15 per cent ad valorem. June 15, 1899.

Linen tape for venetian blinds, consisting of two bands of tissue joined together by strips also of tissue, when the tape and strips are obtained by the same process of weaving. Dutiable as "Tissues of flax, etc., all other," at 10 per cent ad valorem. June 20, 1899.

Felted woolen tissues for use in faïence and porcelain works are included in category "Various products for industries," dutiable at 5 per cent ad valorem. Importers are required to show, to the satisfaction of the customs, that the tissues referred to are actually intended for the aforesaid purpose. This decree entered into effect September 15, 1899.

In virtue of the law dated May 17, 1898 (R., 2490), beet roots imported from abroad were on and after July 1, 1899, liable to an import duty of 1 franc ($0.193) per 1,000 kilograms (2,200 pounds), a tare allowance of 20 per cent to be granted on the weight of beet roots imported in bulk.

For the execution of said law, the undermentioned regulations shall be complied with. The weight of beet roots imported per railway, vessels, or cart shall be controlled in the following manner:

(*a*) Per railway: By means of the particulars set forth in the waybills; the weighing of the trucks and contents thereof will be only effected in case such particulars obviously appear to be erroneous.

(*b*) Per vessel: By adopting the particulars shown by the certificate of tonnage and load water line, indicating the weight of the cargo according to the degree of the vessel's submersion.

(*c*) By carts and by boats not provided with a load water line: Upon the first importation of beet roots from any district, the weight of a cubic meter of beet roots must be ascertained, after which control is effected by measuring the cargo.

Beet roots grown on land situated in a foreign country within a zone of 5,500 meters from the frontier, and being the property of or leased by Belgians, may be imported free of duty, by application of articles 5, 50 of the general law of August 26, 1822, subject to the conditions provided in sections 82 and following of the preliminary observations to the customs tariff of 1866. This exemption, however, shall, according to section 87 of the tariff aforesaid, only extend to such beet roots as are transported direct from the place of production to the seat of the agricultural establishment to which appertains the land whereon the crops were grown; it shall not accordingly apply to beet roots forwarded, immediately after the harvest, to sugar factories or to conveyances, trucks, or boats for delivery to such factories.

Blouses trimmed with a plaited band of different material to that of the garment, classed in "Clothing for women: Other of all kinds," at 20 per cent ad valorem. August 16, 1899.

Air ducts, called "canards," of painted cloth for conducting air in underground galleries. Dutiable as "Machines, implements, and tools of copper or any other material," at 12 francs ($2.316) per 100 kilos (220 pounds). July 15, 1899.

Photographic apparatus called "merkur," comprised in "Small wares and hardware: Articles other," at the rate of 15 per cent ad valorem. September 30, 1899.

Dog muzzles other than leather. Dutiable as above. October 13, 1899.

Small metal receptacles of the shape of a bulb, designated under the name of "selsobulles" and filled or not with carbonic acid, intended for the manufacture of aerated waters in apparatus called "salodonts." Dutiable as above. October 24, 1899.

Barometers surmounted, or not, with a thermometer and affixed to a wooden stand ornamented with carved work. Included in "Furniture," at 10 per cent ad valorem. October 23, 1899.

Sheets of paper, consisting of two superposed and glued sheets, stamped by the plate or roller, and intended for use in bookbinding or stitching. Comprised in "Paper: Other," at 4 francs ($0.772) per 100 kilos (220 pounds). July 19, 1899.

Pastes in cakes for toilet purposes, designated under the name of "bloc tyalin." Dutiable as "Perfumery: Other," at 15 per cent ad valorem. October 21, 1899.

Pipes with glazed interior. Classed in "Common earthenware not specially mentioned," at 1.25 francs per 100 kilos, or 10 per cent ad valorem. August 16, 1899.

Casein, or casecogum, unfit for food, but destined to industrial purposes. Temporarily dutiable as "Chemical products not specially classed." Free.

Chromolithographs, stamped and cut out. Included in "Lithographs, chromolithographs, etc.," of more than two colors, on cardboard, without taking into account the fact of the cuttings in controlling the weight per square meter, dutiable at 40 francs ($7.72) per 100 kilos. October 4, 1899.

In pursuance of article 4 of the law of December 29, 1899, the import duties on the undermentioned goods have been modified as follows:

Ex. 19 and Ex. 32. Distilled waters, per 100 kilos (220 pounds), 12 francs ($2.316). This denomination only includes waters distilled from fruits, plants, flowers, or other parts of plants, unsweetened, and not containing more than 5 per cent of alcohol. Waters distilled from plants, flowers, leaves or other parts of plants containing no alcohol, or only some trace of alcohol, shall, however, be classed in "Drugs," and enter duty free.

Casecogum, or casein, prepared with alkalies for industrial purposes. Free. Ex. 14.

Ex. 54. Various products for industries. Bird skins, discolored, whitened, or dyed, not further prepared or mounted, 5 per cent ad valorem. Bird feathers simply scoured, discolored, whitened, or dyed, unscraped ("non raclées"), 5 per cent ad valorem. Flowers of faïence or china, mounted or not, on a wire stem and intended for making funeral wreaths, 5 per cent ad valorem.

Ex. 14. Pure barberry juice. Free.

GENERAL TRADE STATISTICS.

Statement showing the declared value of exports from the consular district of Brussels to the United States for the fiscal years 1899 and 1900.

Articles.	Year ended June 30, 1899.	Year ended June 30, 1900.	Increase.	Decrease.
Aniline colors	$7,766.44	$8,047.58	$281.14	
Arms, guns and rifles	2,556.50			
Baskets		4,820.13		
Braid, button stock	817.72	1,987.21	1,169.49	
Bronze (ornaments, statues, etc.)	82.02	164.05	82.03	
Carpets		324.96		
Cement	563,585.48	724,516.93	160,931.45	
Checkered plates	1,278.92			
Chemicals		6,915.33		
Church regalia and ornaments	463.97			
Clay, fire	946.02	180.01		$766.01
Clocks		378.26		
Corsets	145,214.63	127,664.59		17,550.04
Diamonds, glaziers'	111.17			
Earthenware	11,424.24	12,308.76	884.52	
Fire bricks	16,772.70	211.41		16,561.29
Fur, refuse	604.58	10,312.56	9,707.98	
Furniture		668.65		
Glass, plate	215,327.88	222,476.94	7,149.06	
Glass, window	1,091,569.04	1,379,076.43	287,507.39	
Glass, other	11,007.29	8,427.75		2,579.54
Gloves	293,433.21	294,369.99	936.78	
Glue and glue stock	17,315.34	18,575.30	1,259.96	
Hair, animal		572.59		
Hats	20,356.11	44,463.68	24,107.57	
Hatters' fur	47,914.28	49,617.14	1,702.86	
Horn strips	224.71			
Horses, stallions		8,888.41		
Household goods, personal effects	295.29	2,015.19	1,719.90	
Instruments, musical	1,303.71	2,140.93	837.22	
Iron		517.20		
Iron plates		11,322.99		
Lace goods	118,637.58	174,640.00	56,002.42	
Laces, shoe		6,375.09		
Leather	11,101.03	15,090.62	3,889.59	
Linen goods	327,678.35	372,255.78	44,577.43	
Machinery	10,422.17	6,358.55		4,063.62
Marble	6,559.76	10,127.40	3,567.64	
Matches	2,451.17	1,145.68		1,305.49
Millinery goods	3,991.15	56,548.80	52,557.65	
Naphthaline	266.42			
Oil	1,224.83	6,414.08	5,189.15	
Paintings, oil	984.30	1,177.30	193.00	
Paper and books	15,785.34	21,327.02	5,541.68	
Phosphates	65,307.59	71,833.32	6,525.73	
Plants	361.87	326.36		35.51
Plants, medicinal	8,354.44	7,439.99		914.45
Potash, carbonate of		793.39		
Rags and paper stock	13,528.43	60,578.32	47,049.89	
Reeds	336.79	1,603.62	1,266.83	
Scales and weights	2,169.29	2,243.89	74.60	
Skins, rabbit, sheep, and other	366,253.44	451,867.15	85,613.71	
Soap and perfumery	949.59	342.05		307.54
Soda, ferro-cyanide of		2,220.71		
Soda, prussiate of	955.54	9,568.56	8,613.02	
Steel joists		9,984.64		
Stone, flint	1,827.58	7,234.85	5,307.27	
Tin foil		1,372.08		
Vegetables, preserved	11,359.07	14,011.41	2,652.34	
Veils, cotton	9,750.42	9,587.30		143.12
Wines	787.59	4,031.35	3,243.76	
Wire		298.48		
Wire nails		483.50		
Woolen goods	727.94			
Sundries	152,382.28	58,083.57		
Total	3,584,526.21	4,326,329.83	741,803.62	

As will be observed by the above table, the increases were in aniline colors; braid, button stock; cement; earthenware; fur, refuse; glass, plate; glass, window; gloves; glue and glue stock; hats; hatters' fur; horses, stallions; household goods and personal effects; instruments, musical; lace goods; leather; linen goods; marble; millinery goods; oil; paintings, oil; paper and books; phosphates; rags and paper stock;

reeds; skins—rabbit, sheep, and other; soda, prussiate of; stone, flint; vegetables, preserved; and wines. Total increase of exports as compared with the corresponding period of 1899 was $741,803.62.

Importation to and exportation from Belgium of plate and window glass during the first six months of 1900.

PLATE GLASS.

Destination.	Imports.		Exports.	
	Francs.	Dollars.	Francs.	Dollars.
Argentine Republic			219,310	42,326.88
Austria			273,972	52,876.60
Canada			200,500	38,696.50
Denmark			188,070	36,297.51
England	6,265	1,209.14	9,148,080	1,765,579.44
France	47,014	9,073.70	633,560	122,277.08
Germany	117,129	22,605.90	189,901	36,650.89
Holland	8,562	1,652.47	761,052	146,883.04
Japan			232,864	44,942.75
Russia			15,500	2,991.50
Spain			418,134	80,699.86
Switzerland			139,776	26,976.77
Turkey			116,445	22,473.88
United States			348,200	67,202.60
Other countries	508	98.04	1,287,721	248,530.15
Total	179,478	34,639.25	14,173,085	2,735,405.40

WINDOW GLASS.

Destination.	Importation.		Exportation.	
	Kilograms.	Pounds.	Kilograms.	Pounds.
Argentine Republic			3,321,564	7,307,441
Australia			1,192,850	2,624,270
Brazil			639,157	1,406,145
Canada			3,090,574	6,799,263
Cape Colony			88,141	193,910
Chile			718,283	1,580,223
China			3,418,503	7,520,706
Denmark			1,020,050	2,244,110
Egypt			777,418	1,710,320
England	13,372	29,418	31,027,298	68,260,056
France	100,290	220,638	1,124,218	2,473,280
Germany	10,121	22,266	2,664,899	5,862,778
Greece			130,158	286,348
Hamburg			749,900	1,649,780
Holland	8,845	19,459	4,880,695	10,737,529
India			2,107,892	4,637,362
Italy			99,344	218,557
Japan			3,952,144	8,694,717
Norway			661,679	1,455,694
Peru			91,054	200,319
Roumania			656,781	1,444,918
Russia			892,391	1,963,260
Spain			734,571	1,616,056
Sweden			224,131	493,088
Switzerland			1,771,936	3,898,259
Turkey			813,668	1,790,070
United States			7,994,346	17,587,561
Uruguay			30,077	66,169
Other countries	1,442	3,172	2,869,638	6,313,204
Total	134,070	294,953	77,743,360	171,035,392

Exportation of window glass from Belgium to China and Japan during the first seven months of 1899 and 1900 compared.

Year.	China.		Japan.	
	Kilos.	Pounds.	Kilos.	Pounds.
1899	4,647,241	10,223,930	6,008,174	13,217,983
1900	3,418,508	7,520,707	4,200,643	9,241,415
Decrease	1,228,738	2,703,223	1,807,531	3,976,568

Importation of bicycles into Belgium for the first six months of 1899 and 1900 compared.

Countries.	1899.		1900.		Increase.	Decrease.
	Francs.	Dollars.	Francs.	Dollars.	Dollars.	Dollars.
England	322,483	62,239.22	203,655	39,305.42	....	22,983.80
France	373,982	72,178.53	298,728	57,654.50	....	14,524.03
Germany	211,648	40,848.06	223,634	43,161.36	2,313.30	....
Holland	21,279	4,106.85	26,571	5,128.20	1,021.35	....
United States	131,499	25,379.30	82,835	15,987.16	....	9,392.14
Other countries	22,087	4,262.79	26,891	5,189.96	927.17	....
Total	1,082,978	209,014.75	862,314	166,426.60	....	....

COAL MINES IN THE PROVINCE OF NAMUR.

There are in the province of Namur 37 coal mine concessions, covering a total surface expanse of 12,235 hectares (2,055.3 acres); out of this number, only 11 mines were in active operation in 1899.

The total production of the mines amounted to 641,360 tons, representing a round sum of 6,787,050 francs ($1,309,900.65). Increase of net production compared with that of 1898 was 28,960 tons, valued at 1,269,250 francs ($244,965.52).

Average price per rough ton in 1899, 10.58 francs ($2.04), against 9.62 francs ($1.856) in 1898, or an increase of 0.96 franc ($0.185). In calculating the net production, the real increase was 1.64 francs ($0.316) per ton, or about 17 per cent.

The total expenditures amounted to 6,206,900 francs ($1,197,931.70). Net cost per ton was 10.30 francs ($1.987) against 9.58 francs ($1.848) in 1898, an increase of 0.72 franc ($0.138) per ton, or 7½ per cent.

The increase in wages figures in the total expenses at 0.51 franc ($0.098) and other expenses at 0.21 franc ($0.04). The amonnt for labor in the net cost is reckoned at 6.57 francs ($1.268) or 63.8 per cent of total expenses. Other expenses amounted to only 36.2 per cent. Nine mines in 1898 closed their books with a profit, the total amount of which was 598,300 francs ($115,471.90). Two mines closed their books with a total loss amounting to 18,500 francs ($3,570.50).

The general result of working the mines in the province of Namur during the year 1899 shows a bonus of 580,150 francs ($111,988.95) or 0.90 franc ($0.173) per rough ton, and 0.96 franc ($0.185) per net ton, an increase of 0.92 franc ($0.177) as compared with the preceding year.

In 1899, the average geometric depth reached 313 meters (1,026.64 feet) against 311 meters (1,019.08 feet) in 1898. The greatest depths at which work was practiced were in the pits of "Sainte Eugenia," 540 meters (1,771.20 feet) in the mines of Tamines, and in the pits "La Reunion," 475 meters (1,588 feet) in the mines of Falisolle.

During the past ten years, the coal mines of this province have closed their annual accounts five times with profit and five times with loss. The total amount of profits was 1,711,813 francs ($330,379.91), and of deficits 602,928 francs ($116,365.10). The total production amounted to 5,373,642 francs ($1,037,112.90). It will thus be seen that the profits exceeded the loss by 1,108,885 francs ($214,014.80), giving a general average profit of 0.21 franc ($0.04) per ton.

Number of workmen.—Three thousand three hundred and ten workmen were employed in the coal mines of the Namur district during the year 1899. Of this number, 2,371 were employed in the pits and 939 in surface extraction. This number shows an increase of 158 miners employed in the pits and 45 in surface extraction, as compared with the number employed in 1898.

The number of miners engaged in vein extraction in 1899 was 626, against 618 in 1898. The average production per miner increased from 928 tons in 1898 to 1,025 tons in 1899. This amount is calculated by rough tons, including stones. In net tons, it amounted to 963 per miner, an increase of 35 tons, or about 3.8 per cent per miner.

Average wage.—The average annual net wage of miners of all categories increased from 1,115 francs ($215.19) to 1,191 francs ($229.86), an increase of 76 francs ($14.668) or 6.8 per cent. The average daily net wage of miners working in the pits was 4.61 francs ($0.889) in 1899, against 4.12 francs ($0.795) in 1898; an increase of 0.49 franc ($0.09) or 11.9 per cent. Surface miners received 2.60 francs ($0.501) against 2.50 francs ($0.482) in 1898, an increase of 0.10 franc ($0.019). The annual net wage of vein extractors increased in 1899 from 1,413 francs ($272.71) to 1,579 francs ($304.75) or 166 francs ($32.038), 11¾ per cent on that of 1898.

The personnel of the mines was divided as follows:

Miners employed in interior extraction:	
Men and boys over 16 years of age	2,221
Men and boys from 14 to 16 years of age	109
Men and boys from 12 to 14 years of age	37
Women over 21 years of age	4
Total	2,371
Surface:	
Men and boys over 16 years of age	646
Men and boys from 14 to 16 years of age	78
Men and boys from 12 to 14 years of age	70
Women over 21 years of age	26
Girls from 16 to 21	75
Girls from 12 to 16	44
Total	939
General total	3,310

QUARRIES OF NAMUR.

This is the most important mineral industry in the province of Namur, as regards products extracted and number of workmen engaged therein. The industry is yearly increasing.

The total value of the amount produced in 1899 was 10,645,350 francs ($2,054,554.09), an increase of 504,100 francs ($97,291.30) over that of 1898.

Six thousand six hundred and eighty-nine workmen were employed against 6,601 the preceding year, an increase of 88 laborers.

Work was carried on in 133 communes and included 203 under ground and 303 open quarries, a total of 506.

COAL MINES IN THE PROVINCE OF HAINAUT.

The gross production of the coal mines in the province of Hainaut for 1899 was 15,581,380 tons, a decrease of 279,780 tons from the production of 1898, which amounted to 15,861,160 tons. The result is attributed to a strike among the miners, which was, approximately speaking, general from the middle of April until the middle of May of this year. During the commencement of the six months of 1899, the extraction was vigorously pushed, and exceeded by 163,500 tons the production for the corresponding period of 1898, but this difference was not sufficient to balance the loss sustained during the first six months of this year. Owners expected the extraction of 1899 to exceed 16,000,000 tons, but were disappointed on account of the strike.

The production was classed according to quality as follows:

	Tons.
Long-flame coal	3,285,660
Soft coal for coke	2,567,080
Rubby soft coal	6,835,870
Short-flame coal	2,862,070
Humphed or dander	30,700
Total	15,581,380

Average price per ton.

	1898.		1899.		Increase.	
	Francs.	United States currency.	Francs.	United States currency.	Francs.	United States currency.
Long-flame coal	11.19	$2.159	13.16	$2.539	1.97	$0.38
Soft coal for coke	11.16	2.153	12.13	2.341	.97	.187
Rubby soft coal	11.31	2.183	13.01	2.51	1.70	.328
Short-flame coal	9.68	1.868	11.04	2.13	1.36	.262
Humphed or dander	9.35	1.804	12.20	2.354	2.85	.549
Average	10.97	2.117	12.53	2.418	1.56	.301

The total value of the productions was 195,261,400 francs ($37,685,450.20), an increase of 21,275,200 francs ($4,106,113.60) over that of 1898, which amounted to 173,986,200 francs ($33,579,336.60).

The average selling price per ton at the mines was 13.33 francs ($2.572).

Financial statement.

	Francs.	United States currency.
General expenses amounted to	170,540,800	$32,914.40
Ordinary expenses amounted to	159,894,400	30,859,619.20
Extraordinary expenses amounted to	10,646,400	2,054,755.20
57 mines with a total profit	25,406,100	4,903,377.30
7 mines with a total deficit	685,500	132,301.50
General result of operations balanced with bonus	24,720,600	4,771,075.80

The average net cost per ton was 10.94 francs ($2.11), of which 10.26 francs ($1.98) was for ordinary working expenses. The profit per ton (deficit of mines working at a loss being deducted from mines working at a profit) was 1.59 francs ($0.306).

Coals have been scarce and in great demand during the entire year. The Government in making contracts last October was unable to secure tenders for the full amount necessary for the railway service, and was obliged to secure the balance in England.

Many mills and factories were also obliged to contract for coal in foreign countries.

During the year 1898, 600,000 tons of coal were imported into Belgium from England and Germany.

On the 4th of April, 1899, the date of the first contract of the year, the average price increased 2 francs ($0.386) per ton; six months later, October 3, the date of second contract, there was an increase of 3 francs ($0.579) per ton, and on February 20, 1900, the increase amounted to 5 francs ($0.965) per ton.

The average depth of extraction was as follows:

	Meters.	Feet.
Couchant of Mons	564	1,849.92
Centre	422	1,383.16
Charleroi	445	1,463.60
Hainaut	475	1,558

The lowest depths of extraction were: Mons pit, No. 18 (St. Henriette), of the mine "des Produits," 1,150 meters (3,772 feet); Centre pits, Nos. 8–9 of the mines of Houssu, St. Felix, and La Hestre, 703 meters (2,305.84 feet); Charleroi, Providence mine at Marchienne, 1,025 meters (3,362 feet).

The following table shows the average daily wage paid:

	Mons.		Centre.		Charleroi.		Hainaut.	
	Francs.	United States currency.	Francs.	United States currency.	Francs.	United States currency.	Francs.	United States currency.
Vein miners	4.55	$0.878	5.65	$1.09	5.73	$1.105	5.28	$1.019
Interior miners	3.94	.76	4.62	.891	4.84	.934	4.48	.864
Surface miners	2.54	.49	2.99	.577	2.76	.532	2.74	.528
Interior and surface	3.61	.665	4.20	.81	4.21	.812	4.01	.773

Compared with wages paid in 1898, the general average increase has been per day 0.66 franc ($0.127) per vein extraction, 0.50 franc ($0.096) for all interior extraction, 0.15 franc ($0.028) for surface, and 0.40 franc ($0.077) for interior and surface mining combined.

In virtue of the law of December 13, 1889, relative to employment of women, boys, and girls, girls under 21 years of age have not been employed in the interior of the mines since the beginning of 1899.

STATISTICS OF MINES, QUARRIES, AND IRON WORKS.

Importation and exportation of coal to and from Belgium during the first seven months of 1899 and 1900 compared.

Year.	Imports.			Exports.		
	Coal.	Coke.	Briquettes.	Coal.	Coke.	Briquettes.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1899	1,498,000	171,000	2,000	2,514,000	573,000	293,000
1900	1,948,000	173,000	14,000	2,926,000	648,000	329,000
Increase	450,000	2,000	12,000	412,000	75,000	36,000

Results of the coal industry in the provinces of Hainaut and Namur during the year 1899.

Province.	Production.			Profitable mines.		
	Tons.	Value.		Number.	Profits.	
		Francs.	Dollars.		Francs.	Dollars.
Hainaut	15,581,380	195,261,400	37,685,450.20	57	25,406,100	4,903,377.30
Namur	602,620	6,787,050	1,309,900.65	9	598,300	115,471.90

Province.	Losing mines.			Number laborers.
	Number.	Loss.		
		Francs.	Dollars.	
Hainaut	7	685,500	132,301.50	91,198
Namur	2	18,150	3,502.95	3,310

Province.	Total annual wages paid.		Other expenses.	
	Francs.	Dollars.	Francs.	Dollars.
Hainaut	105,844,100	20,427,911.30	64,696,700	12,506,463.10
Namur	3,957,450	763,787.85	2,249,450	435,143.85

Province.	Total expenses.		Total profits.		Selling price of coal at mine per ton.		Profit per ton.	
	Francs.	Dollars.	Francs.	Dollars.	Francs.	Dollars.	Francs.	Dollar.
Hainaut	170,540,800	32,914,374.40	24,720,600	4,771,075.80	12.53	2,418	1.59	0.306
Namur	6,206,900	1,197,931.70	580,150	111,968.95	11.26	2,173	96	.185

Production of the coal mines in the provinces of Hainaut and Namur during the years 1898 and 1899.

Year.	Production.	Value.	
		Francs.	Dollars.
Hainaut:	*Tons.*		
1898	15,861,160	173,986,200	33,579,336.60
1899	15,581,380	195,261,400	37,685,450.20
Decrease	279,780		
Increase		21,275,200	4,106,113.60
Namur:			
1898	573,600	5,517,800	1,064,935.40
1899	602,620	6,787,050	1,309,900.65
Increase	29,020	1,269,250	244,965.25

Production of the coal mines in the provinces of Hainaut and Namur during the years 1898 and 1899.

Year.	Profit.		Value per ton.		Profit per ton.	
	Francs.	Dollars.	Francs.	Dollars.	Francs.	Dollars.
Hainaut:						
1898	15,431,400	2,978,260.20	10.97	2.117	0.97	0.187
1899	24,720,600	4,771,075.80	12.53	2.418	1.59	.306
Increase	8,389,200	1,792,815.60	1.56	.301	.62	.119
Namur:						
1898	21,600	4,168.80	9.62	1.856	.04	.007
1899	580,150	111,968.95	11.26	2.173	.96	.185
Increase	558,550	107,800.15	1.64	.317	.92	.178

Average annual wage per day of miners in the province of Hainaut from 1893 to 1899.

	1893.		1894.		1895.		1896.	
	Francs.	Dollars.	Francs.	Dollars.	Francs.	Dollars.	Francs.	Dollars.
Laborers on the surface and in the mines	3.07	0.592	3.12	0.602	3.13	0.604	3.21	0.619
Laborers working by the vein	3.74	.721	3.85	.743	3.85	.743	3.97	.766

	1897.		1898.		1899.	
	Francs.	Dollars.	Francs.	Dollars.	Francs.	Dollars.
Laborers on the surface and in the mines	3.41	0.658	3.61	0.696	4.01	0.773
Laborers working by the vein	4.30	.829	4.62	.891	5.28	1.019

Export of coal, coke, and briquettes from the province of Hainaut to foreign countries during the year 1899.

Countries.	Coal.	Coke.	Briquettes.
	Tons.	*Tons.*	*Tons.*
Alsace-Lorraine	126,590	....	26,860
France	2,668,050	580,870	298,475
Germany	41,780	50,545	5,890
Grand Duchy of Luxemburg	42,800	105,365	11,275
Holland	83,430	500	81,470
Switzerland and Italy	38,180	90	27,390
Other countries and steamers	222,680	480	250,600
Total exports, 1899	3,223,010	737,850	651,960
Total exports, 1898	3,148,460	743,700	690,060
Increase	74,550	....	....
Decrease	....	5,850	38,100

Exports of coal and briquettes from the province of Namur to foreign countries during the year 1899.

Countries.	Coal.	Briquettes.
	Tons.	*Tons.*
France	128,190	23,295
Germany	9,030	1,210
Grand Duchy of Luxemburg	11,145	2,200
Holland	7,265	3,850
Switzerland	300	....
Other countries	....	6,060
Total exports, 1899	155,930	36,615
Total exports, 1898	139,200	31,900
Increase	16,730	4,715

Laborers employed in the coal mines of the provinces of Hainaut and Namur during the year 1899.

Laborers.	In the mines.		On the surface.		Total.	
	Hainaut.	Namur.	Hainaut.	Namur.	Hainaut.	Namur.
Men	61,706	2,221	16,458	646	78,164	2,867
Women	259	4	768	26	1,027	30
Boys, from 14 to 16 years	3,295	109	1,050	78	4,345	187
Boys, from 12 to 14 years	1,579	37	906	70	2,485	107
Girls, from 16 to 21 years	....	....	2,962	75	2,962	75
Girls, from 12 to 16 years	....	....	2,215	44	2,215	44
Total	66,839	2,371	24,359	939	91,198	3,310

Results of the quarries in the provinces of Hainaut and Namur for the years 1898 and 1899 compared.

Year.	Hainaut.				Namur.			
	Number of quarries.	Number of laborers.	Value of production.		Number of quarries.	Number of laborers.	Value of production.	
			Francs.	Dollars.			Francs.	Dollars.
1898	486	15,983	26,086,500	5,024,644.50	497	6,601	10,141,250	1,957,260.25
1899	457	15,990	26,392,200	5,093,694.60	506	6,689	10,645,350	2,054,552.55
Increase	....	7	305,700	58,050.10	9	88	504,100	97,291.30
Decrease	31	....	....	....	....	....	....	....

Table showing the production of the mines of the province of Namur during the years 1897, 1898, and 1899.

Year.	Production.	Value.		Average price per ton.		Number of laborers.	Average daily wages.	
		Francs.	Dollars.	Francs.	Dollars.		Francs.	Dollars.
	Tons.							
1897	48,900	384,450	74,198.85	7.86	1.526	292	2.64	0.509
1898	40,650	321,900	62,126.70	7.92	1.538	284	2.66	.513
1899	32,400	304,400	58,749.20	9.40	1.814	278	2.73	.529

Smelting furnaces in the province of Hainaut, 1899.—Furnaces working 16; shut down, 3; foundries working, 9; shut down, 1; number of laborers employed, 1,506. Average daily wages per laborer, 3.54 francs ($0.683). Production for 1899 was as follows:

Description.	Quantity.	Value.	
		Francs.	Dollars.
	Tons.		
Fine cast iron	193,270	13,168,400	2,541,501.20
Cast steel	205,120	18,031,700	3,480,118.10
Total	398,390	31,200,100	6,021,619.30

Iron and steel works in the province of Namur, 1899.—Works working, 4; number of laborers employed, 130. Average daily wages, 3.32 francs ($0.64). The production was in 1899 as follows:

Description.	Quantity.	Value.	
		Francs.	Dollars.
	Tons.		
Wrought iron	590	172,600	33,311.80
Wrought steel	180	106,200	20,496.60
Total	770	278,800	53,808.40

Iron works in the province of Hainaut, 1899.—There were 24 ironworks operating and 1 shut down in 1899. The number of laborers employed was 8,253, with an average daily wage of 4 francs ($0.772). The production was as follows:

Description.	Quantity.	Value.	
		Francs.	Dollars.
	Tons.		
Rough iron	307,755		
Finished iron	344,680	53,758,200	10,375,332.60
Total	652,435	53,758,200	10,375,332.60

Steel works in the province of Hainaut, 1899.—The number of steel works in 1899 was as follows: Working, 8; number of furnaces working, 3; number of converters working, 15; shut down, 6. Number of laborers employed was 3,940. Average daily wage per laborer, 3.93 francs ($0.758). The product was as follows:

Description.	Quantity.	Value.	
		Francs.	Dollars.
	Tons.		
Ingot steel (cast)	281,860	27,813,300	5,367,966.90
Finished steel	11,025	4,660,600	899,495.80
Total	292,885	32,473,900	6,267,462.70

BRUSSELS TRADE STATISTICS.

Statement showing the commercial movement with foreign countries through the Brussels customs-house during the first six months of 1900.

Articles.	Imports.		Exports.	
	Kilograms.	Pounds.	Kilograms.	Pounds.
Alimentary conserves	82,226	181,117		
Almonds	28,263	62,179		
Ashes	398	876		
Barley	34,132	75,090	2,790	6,138
Beans, peas, etc	95,424	209,933		
Books, bound and unbound	279,195	614,229	2,080	4,576
Bread	4,137	9,101		
Bread and sea biscuits	48,564	106,841		
Biscuits	64,315	141,493	27	59
Butter, fresh and salted	48,386	106,449		
Cacao	101,954	224,299	748	1,646
Cacao butter	51,933	114,253		
Candles	159,566	351,045	28,682	63,100
Cars for tram and rail ways	5,850	12,870	1,120	2,464
Cement	9,028	19,862	591,380	1,307,636
Cheese	1,089,093	2,396,005		
Chicory, root	58	128	272	
Chocolate	53,795	118,349		
Coal	780	1,716	10,830	23,826
Coffee	620,390	1,364,858	2,500	5,500
Coke	33	73	9,000	19,800
Cordage	34,710	76,361		
Corn	300	660		
Cotton goods	1,437,255	3,161,961	309	680
Cotton, raw	10,009	22,020		
Drugs	190,580	419,276	1,590	3,498
Dyes and colors	596,109	1,311,440	1,462,863	3,218,299
Fish, preserved	184,402	405,684	446	981
Fish, other	196,919	433,221	93	304
Flour, wheat, spelt, and maslin	54,648	120,226	254,750	560,450
Flour, rye	215	473		
Flour, other	133,571	293,856	1,565	3,443
Fruits, fresh	176,704	388,749		
Fruits, dried	498,067	1,194,747		
Glass, common	2,494,498	6,587,896	111,788	245,834
Glass, window	4,862	10,796	2,913,554	6,409,819
Glue	41,874	92,123	120,508	265,118
Grains of all kinds, not specially mentioned	5,119	11,262		
Grains, oleaginous	43,618	95,960		

Statement showing the commercial movement with foreign countries through the Brussels customs-house during the first six months of 1900—Continued.

Articles.	Imports.		Exports.	
	Kilograms.	Pounds.	Kilograms.	Pounds.
Grease	1,334,006	2,934,811	354,093	779,002
Hay and forage	15,519	23,142	800	1,760
Hemp and flax	373	821		
Hides and skins, raw	458,025	997,755	150,357	330,785
Hides and skins, tanned and prepared	867,186	1,978,809	7,449	16,388
Herrings	270,485	595,067		
Hops	6,329	13,924		
Honey	17,472	38,438		
Indigo	457	1,005		
Iron	1,236,232	2,729,710	30,162	66,356
Iron beams	11,197	24,633	59,884	231,745
Iron, manufactures of	1,126,572	2,478,458	209,722	461,388
Iron nails	40,530	89,166	13,844	30,457
Iron, cast, rough	507,234	1,115,915		
Iron, cast, manufactures of	2,792	6,142	38,189	84,016
Iron, coated with copper, nickel	68,539	150,786		
Iron, old scrap	373,003	1,040,607	2,980	6,556
Iron, sheet	11,413	25,109	100	220
Ivory	397	863	180	396
Jute	199	428		
Lace, silk	275	605	140	308
Lard	126,200	277,640	2,600	5,720
Lead, rough	65,463	144,019	10,000	22,046
Lime			827,190	1,819,818
Macaroni, vermicelli, Italian pastes	141,331	310,928	57,630	126,786
Machines, implements, and tools	3,543,857	7,796,485	56,687	124,711
Malt	28,365	62,403		
Manures	605	1,331	147,900	325.380
Meal, corn	10,630	23,386		
Meal, oat	12,960	28,512	970	2,134
Meal, other	66	145		
Meat, fresh, all kinds	9,440	20,768		
Meat, preserved, all kinds	53,514	117,731	350	770
Meat, other	33,906	74,596		
Mineral ore	485	1,067	14,090,100	30,998,220
Mussels	3,447	7,583		
Nickel and copper	326,297	717,853	3,915	8,613
Oats	307,421	676,326		
Oleomargarine	55,933	123,053		
Oil, vegetable, alimentary	41,577	91,469	14,000	30,800
Oil, vegetable, other than alimentary	401,998	884,396	367,682	808,900
Oysters	19,580	43,076		
Paper of all kinds	1,634,260	3,595,372	653,900	1,328,580
Petroleum, refined	1,866	4,105	962	2,116
Potatoes	12,754	28,059	1,115,350	2,453,770
Pottery, all kinds	178,169	391,972	300	990
Powder, gun	266	585		
Prunes	139,536	306,979		
Poultry and game, fresh	10,210	22,462		
Rags	748,672	1,647,078	295	649
Rails				
Raisins	23,573	51,862		
Rice	395,665	870,463	750	1,650
Rosin and bitumen	1,159,832	2,551,630	200,333	440,733
Rubber, crude	38,745	83,349		
Salt, crude	605	1,338	75	165
Salt, refined	43,350	95,370		
Silk goods	124,351	273,572		
Sirup and molasses	203,610	447,942		
Soap	47,525	104,555		
Soda, salts of	660,159	1,452,350	6,888	15,154
Starch	35,742	78,632		
Steel bars	255,347	781,763	315	693
Steel beams	142,979	314,553	52,945	116,479
Steel, cast	451	992		
Steel, manufactures of	37,965	83,523	107,299	236,058
Steel nails	2,133	4,693		
Steel plates	149	328		
Stone, rough and cut	12,067	26,547	21,693	47,725
Stone, paving			11,345,000	2,495,900
Stone, other	34,645	76,219	745,315	1,639,693
Sugar, raw	71,215	156,673		
Sugar, refined	87,395	192,269		
Sulphur	6,499	14,298		
Tea	13,160	28,952		
Thread, cotton	130,871	288,916	270,119	594,262
Thread, linen	539	1,186		
Thread, silk	34,449	75,788		
Thread, other	312,709	687,960	310	682
Tiles, all kinds	15,238	33,524		
Tin, rough	64,985	138,457	808	17,778
Tin plate	28,238	62,124		

Statement showing the commercial movement with foreign countries through the Brussels customs-house during the first six months of 1900—Continued.

Articles.	Imports.		Exports.	
	Kilograms.	Pounds.	Kilograms.	Pounds.
Tobacco, unmanufactured	350,127	770,279		
Tobacco, manufactured, cigars and cigarettes	14,937	37,261	390	858
Tobacco, manufactured, other	11,691	25,720		
Vegetables, preserved	512,745	1,128,039	12,468	27,440
Velvet, cotton	25,011	55,024		
Wax, raw	5,790	12,738		
Wheat, spelt, maslin	100	220		
Wire, iron	510,204	1,122,449		
Wire, steel	74,337	163,541		
Wool	1,856	4,083		
Yarn, woolen	24,143	53,115		
Yeast	1,191	2,620		
Zinc	21,844	48,057	136,640	300,608

Articles.	Imports.		Exports.	
	Francs.	Dollars.	Francs.	Dollars.
Animals, live, for food, other than cattle	10	1.93		
Animal matter, raw	200,908	38,775.24	46,910	9,063.63
Arms	35,068	6,768.12	11,500	2,219.50
Art, objects of	1,504,857	290,437.40	35,600	6,970.80
Bicycles, including detached parts	383,290	73,974.97	1,000	193.00
Carpets, wool	162,061	21,564.17	415	80.09
Carriages, all kinds	187,638	36,214.13	25,450	4,911.85
Chemical products	427,911	82,586.82	75,685	14,607.20
Clothing of all kinds	4,740,709	914,956.84	3,025,626	583,945.82
Cotton goods	3,806,917	734,734.98	441,595	85,127.83
Furniture	1,250,981	241,440.33	194,279	37,495.85
Glass, plate	79,402	15,324.59	4,222,248	814,893.86
Glass, fine ground	25,590	4,938.87		
Gloves	1,261,925	243,551.52	1,719,587	331,880.29
Gold and silver jewelry	1,624,554	313,538.92		
Hardware and mercery	4,160,230	802,924.39	244,427	47,175.61
Hides and skins, manufactures of	482,142	93,053.41	1,355	261.51
Instruments, musical	339,329	65,490.50	2,490	480.57
Lace, cotton	235,382	45,428.73	3,800	733.40
Lace, linen	211,477	40,815.06		
Linen goods	486,927	93,976.91	229	44.20
Minerals	173,075	33,403.47	7,030	1,356.79
Mineral water	25,167	4,857.23	6,511	1,256.62
Morocco, leather	125,223	24,168.04		
Oilcloth of all kinds	276,826	53,427.42	48	9.26
Perfumery, alcoholic and other	415,996	80,287.23		
Plants	83,543	15,123.80		
Porcelain	556,310	107,367.83	17,000	3,281.00
Products for industries	1,092,064	210,768.35		
Rubber, manufactures of	463,272	89,411.50	290	55.97
Soap, perfumed	103,450	19,965.85	41,240	7,969.32
Stone, polished cut	31,884	6,153.61	342,523	66,106.94
Straw braids of all kinds	328,811	63,460.52		
Textiles, raw	14,996	2,894.23		
Tissues, not specially mentioned	380,824	73,499.03	8,994	1,735.84
Typographic products, newspapers	164,247	31,699.67		
Typographic products, other	179,963	34,732.87	12,430	2,398.99
Vegetable substance	36,015	6,950.89	300	57.90
Watch fittings	13,884	2,679.61		
Wood, manufactures of	179,034	34,553.56	37,799	7,295.21
Woolen tissues	4,958,353	956,962.13	3,804	734.17

Articles.	Imports.	
	Hectoliters.	Gallons.
Alcoholic liquors, all kinds	3,956	104,506
Beer	32,606	861,353
Vinegar	1,800	47,551
Wine	55,600	14,479,366

Articles.	Imports.	
	Cubic meters.	Cubic feet.
Wood, oak and walnut	171	561
Wood for building, other than oak and walnut	1,369	4,590

Imports:

Eggs	Number..	522,706
Slate	do....	117,400
Watches	do....	90,149

HOW TO WIN FOREIGN TRADE.

In regard to the most satisfactory method of introducing American products into this market, I have no reason to change my opinion as stated in my annual reports dated September 11, 1896, September 28, 1898, and August 17, 1899, published in Volumes II of the Commercial Relations of the United States, 1895-96, 1898, and 1899. On the contrary, I am more strongly convinced than ever that the most advantageous way for our export merchants to conquer foreign markets would be to go after trade by sending experienced salesmen direct to the possible buyer with samples, instead of waiting for trade to find its way to them. It is a commercial axiom, except in the case of a few great staples which are world-wide necessities, that trade must be sought if it is to be secured.

Geo. W. Roosevelt, *Consul.*

Brussels, *August 23, 1900.*

EXPORTS TO THE UNITED STATES, 1900.

Statement showing the declared value of exports from the consular district of Brussels (including Charleroi agency) to the United States for the years 1899 and 1900.

Articles.	Year ended Dec. 31, 1899.	Year ended Dec. 31, 1900.	Increase.	Decrease.
Aniline colors	$10,588.33	$26,866.98	$16,278.65	
Arms (guns and rifles)	2,556.50			
Baskets		5,731.20		
Braids, button stock	1,757.18	804.96		$952.22
Bronze (ornaments, statues, etc.)	164.05	738.13	574.08	
Car-wheel guards	277.92			
Carpets	324.96			
Cement	553,613.82	577,828.27	24,214.45	
Checkered plates	1,278.92			
Chemicals	5,819.51	1,914.51		3,905.00
Clocks, marble and bronze	513.49			
Corsets	145,410.83	107,558.71		37,852.12
Earthenware	6,891.12	13,500.30	6,609.18	
Fire bricks	11,855.68	1,744.94		10,110.74
Fire clay, blocks	830.24	483.38		346.86
Fur, refuse	3,189.34	15,390.47	12,201.13	
Furniture	668.65	621.46		47.19
Glass, plate	205,901.51	481,204.93	275,303.42	
Glass, window	1,263,588.48	1,038,804.83		224,783.60
Glass, other	9,664.05	5,447.77		4,216.28
Gloves	287,242.86	413,147.13	125,904.27	
Glue and glue stock	17,471.24	13,375.86		4,095.38
Hair, animal	426.99	305.98		121.01
Hats	31,021.35	44,849.48	13,828.13	
Hatters' fur	33,327.60	81,907.59	48,579.99	
Horn strips	224.71			
Horses, stallions	8,888.41	21,846.64	12,758.23	
Household goods and personal effects	1,155.10	13,310.52	12,155.42	
Instruments, musical	2,275.91	928.91		1,347.00
Iron		517.20		
Iron, plates	7,866.11	4,936.32		2,929.79
Lace goods	163,703.94	165,242.46	1,538.52	
Laces, shoe		21,870.71		
Leather	17,492.94	7,836.50		9,656.44
Linen goods	364,683.24	377,676.92	12,993.68	
Machinery	16,445.33	1,329.07		15,116.26
Marble	4,679.13	15,796.65	11,120.52	
Matches	1,837.46	1,043.65		793.81
Millinery goods	21,694.67	74,340.78	52,646.11	
Naphthaline	266.42			
Oil	3,516.22	9,269.76	5,753.54	
Paintings, oil	2,161.60	3,071.82	910.22	

Statement showing the declared value of exports from the consular district of Brussels (including Charleroi agency) to the United States for the years 1899 and 1900—Cont'd.

Articles.	Year ended Dec. 31, 1899.	Year ended Dec. 31, 1900.	Increase.	Decrease.
Paper and books	$15,727.36	$30,804.48	$15,077.12	
Phosphates	69,967.38	69,450.61		$516.77
Plants	361.87	588.26	226.33	
Plants, medicinal	8,774.44	5,864.27		2,910.17
Potash, carbonate of		793.39		
Rags and paper stock	45,816.39	36,742.23		9,074.16
Rattan	336.79	3,031.60	1,694.81	
Rubber toys		9,822.32		
Scales and weights	2,248.35	753.93		1,494.42
Skins, rabbit, sheep, and other	401,185.62	344,187.45		16,998.17
Soap and perfumery	545.86	334.66		211.20
Soda, ferrocyanide of		2,220.71		
Soda, prussiate of	3,430.80	10,873.97	7,453.17	
Steel joists	5,499.54	4,485.10		1,014.44
Stone, flint	6,112.04	5,619.53		492.51
Sugar		20,423.08		
Tinfoil	1,372.08	979.67		392.41
Vegetables, preserved	16,290.93	15,454.67		836.26
Veils, cotton	13,587.99	6,063.28		7,524.71
Wines	3,717.38	4,368.11	650.72	
Wire nails		662.06		
Woolen goods	104.51			
Sundries	48,939.60	90,897.05	41,857.45	
Total	3,855,294.69	4,114,665.22		
Exports to Porto Rico:				
Earthenware		672.94		
Glass, window		130.45		
Glassware		196.57		
Linen goods		1,000.41		
Wire nails		582.37		
General total	3,855,294.69	4,117,247.96	261,953.27	

As will be observed by the above table of declared exports, the increase was in aniline colors, bronze, cement, earthenware, fur (refuse), glass (plate), gloves, hats, hatters' fur, horses, household goods and personal effects, lace goods, linen goods, marble, millinery goods, oil, paintings, paper and books, plants, rattan, soda (prussiate of), and wines.

GEO. W. ROOSEVELT, *Consul.*

BRUSSELS, *February 14, 1901.*

GHENT.

The year 1899 may be classified as the best for industry and commerce since 1873. The first awakening of general activity commenced in the last half of the year 1896 and increased gradually during the years 1897–98, with a remarkable rise in prices for a great number of products in the last six months of the past year.

This activity seems not yet to have spent its force, as prices still continue to increase.

In Belgium, as elsewhere, the excellent condition of the coal mines, of metallurgy, of construction, etc., has been maintained during the whole year and the prospects for the future remain bright. The window-glass and glass-blowing factories, notwithstanding their increased activity, have not been able to follow the rise in the prices of coal and raw material, in consequence of which their situation has not been as favorable.

Iron ores, metals, and vegetable textile materials have also undergone a perceptible increase during the last half of the year. In spun-cotton and linen goods, the lowest records were attained during the first half of last year. It is estimated that at least a portion of this rise is due to the natural increase of consumption, the rest being accounted for by deficient harvests of cotton and flax. This will probably be only temporary.

Nevertheless, the equilibrium between production and consumption for the linen industry appears to be reestablished, an equilibrium which had been broken since the 1897 tariff went into effect. By reason of the general prosperity, the purchasing power of all countries has increased, and the deficit in the exportations to the United States has been counterbalanced. Since last September, however, the United States has purchased in much larger quantities.

The city of Ghent, during the past year, has been much improved by the construction of handsome modern buildings, chiefly dwelling houses of moderate cost. Many buildings have been demolished to make way for new streets, principally in the older portions of the city, where streets were extremely narrow. There is a constant effort on the part of the authorities to improve the condition and appearance of the city by the construction of wider streets, public squares, and small parks set with shrubbery and flowering plants.

Work on the new post-office has been finally begun, and excavations for a new museum and art gallery building are completed; otherwise there has been no public construction work.

TRADE WITH THE UNITED STATES.

Notwithstanding the large increase in trade during the past year, the total valuation of declared exports from this consular district to the United States did not reach that of the banner year, 1895, when the figures reached a total of $1,476,505.87, as compared with $1,336,376.78 for the year 1899.

The total valuation of declared exports for the year 1899 showed an increase of more than 41 per cent over that for 1898, the amounts being, respectively, $1,336,376.78 and $943,562.78.

The total for every quarter showed a gain over the corresponding period of 1898. Not only the value of goods shipped was more, but also the number of invoices, as shown by the following table:

Quarter.	1899.		1898.		Increase.	
	Invoices.	Total value.	Invoices.	Total value.	Invoices.	Value.
First quarter	242	$310,870.01	214	$211,077.53	28	$99,792.48
Second quarter	321	334,436.60	255	223,805,18	66	110,631.42
Third quarter	340	343,641.11	250	232,660.74	90	110,980.37
Fourth quarter	355	347,429.06	310	276,019.33	45	71,409.73
Total	1,258	1,336,376.78	1,029	943,562.78	229	392,814.00

The declared exports for the first six months of 1900 show an increase of about 44 per cent above that of the corresponding period for 1899, the amounts being, respectively, $815,901.30 and $645,306.61. This large increase, far more than sufficient to offset the lead of $140,129.09, as now enjoyed by the banner year of 1895, indicates a prosperous year for exportations from this consular district, and as there are no indications of a failure in this rate of increase for the balance of the year, it can be safely stated at this time that 1900 will surpass all previous years in the total valuation of declared exports. The following table shows comparisons of value for the first and second quarters of 1900 and 1899:

Quarter.	Total value.		Increase.
	1900.	1899.	
First quarter	$441,232.24	$310,870.01	$130,362.23
Second quarter	374,669.06	334,436.60	40,232.46
Total	815,901.20	645,306.61	170,594.69

The trade in the different lines of exports for 1899, in comparison with 1898, is shown in the following table:

Articles.	1899.	1898.	Increase.	Decrease.
Baskets	$4,937.36	$1,013.13	$3,924.23	
Books	282.81	711.28		$428.47
Braids	178.68	300.80		122.12
Cement	6,212.04	10,147.56		3,935.52
Chalk		488.79		488.79
Chicory:				
Granulated	1,409.50	705.05	704.45	
Root	11,898.30	678.73	10,219.57	
Seed	3,374.23	156.43	3,217.80	
Church regalia	202.65	522.17		319.52
Cordage	873.83	1,153.93		280.10
Cotton goods		1,402.88		1,402.88
Flax	228,686.82	120,075.03	108,611.79	
Earthenware	552.99		552.99	
Guano		5,363.07		5,363.07
Glass, art stained		1,044.28		1,044.28
Hatters' furs	228,879.69	125,379.82	103,499.87	
Household effects	101.33	2,179.75		2,078.42
Herrings, preserved	1,670.42		1,670.42	
Iron, old		483.47		483.47
Jute goods		3,533.92		3,533.92
Lace	20,749.91	21,500.59		750.68
Laces, shoe		3,923.46		3,923.46
Linen goods	122,317.65	89,151.84	33,165.81	
Machinery	227.75	50.38	177.37	
Matches	8,270.54	1,037.32	7,233.22	
Naphthalene	288.78	303.07		14.23
Oil, copra	3,069.94	8,323.22		5,253.28
Paper wrappings	152.43		152.43	
Oil, fusel	177.96		177.96	
Paintings	454.90	397.00	57.90	
Paper stock	309,816.51	253,122.64	56,693.87	
Plants	152,551.18	131,606.09	20,945.09	
Rabbit skins	152,833.84	74,670.59	78,163.25	
Ramie		7,278.89		7,278.89
Rubber, old	258.13		258.13	
Sprats	45,034.81	23,677.01	21,357.80	
Tapestry	4,267.73	3,269.68	998.05	
Thread:				
Cotton	1,586.12		1,586.12	
Flax	14,996.05	5,277.07	9,718.98	
Tow	6,544.07	42,309.01		35,764.94
Wines	592.41		592.41	
Woolen goods		205.08		205.08
Yarns:				
Jute		646.05		646.05
Tow	2,824.92		2,824.92	
Total	1,336,376.78	943,562.78	392,814.00	

All of the principal articles of trade, excepting cement and tow, showed a large increase in valuation. Hatters' furs, rabbit skins, flax, and chicory root made the greatest gains. Linen goods, canned sprats, and flax threads also made large increases, while paper stock and rags and plants held their own.

JUTE SPINNING AND WEAVING.

The first half of the year 1899 was generally satisfactory. The prices of thread remained relatively low until the last of June, but from the beginning of July the unfavorable predictions as to the new harvest produced an irregular rise. This disturbance increased until prices were 25 per cent higher than the lowest market prices of June.

The agreement made at Calcutta in February last for the reduction of the hours of work had a beneficial effect in the spinning and weaving factories of Dundee, where important orders refused by Calcutta were placed. This situation has exercised a favorable influence on the industry.

During the year, the importation of threads of trame, in cops, has considerably decreased and the entries of Scotch thread, which were 5,673,626 pounds at the close of November, 1898, have decreased to 2,830,581 pounds.

FLAX.

The harvest of Belgian flax in 1899 was very small. The farmer no longer obtains a remunerative price for this product, and from year to year its sowings are diminished. This is true principally in the north of Flanders and in the Walloon country.

The harvest in Russia, which at first appeared quite favorable, suffered much from a persistent drought at the moment of the growth of the plant; the weather was equally unfavorable to the setting. The harvest in this country is estimated to be 30 per cent inferior to that of the preceding year.

The first arrivals of Russian flax are trussed in conformity with the provisions of the new Russian law; that is to say, by means of a single cord. The trusses are in general too heavy (1,764 pounds), and the fur still exists in rather large quantities. The actual situation of the flax market is the worst which could have presented itself for putting into force a measure of this importance. The declared value of flax shipped from this district to the United States in 1899 amounted to $228,879.69 as against $120,075.03 in 1898, there being an increase of $108,804.66.

LINEN GOODS.

The year 1899 was fertile in surprises of all kinds. It saw during the first months the threads at the lowest prices known and during the last months at extremely high prices. The trade in linen goods is proceeding well. There is a strong increase in prices of threads, but it is thought these will rise still further, because the expense of the raw materials, such as flax, coal, oil, etc., increases daily, and the prices of threads are not yet in ratio with the cost of manufacturing. The needs created by the Anglo-Transvaal war are considerable. The declared value of linen goods shipped from this district to the United States in 1899 amounted to $122,317.65, as against $89,151.89 in 1898, or an increase of $33,165.76.

COTTON SPINNING.

The year has been bad for the average spinning mill in Belgium. The stocks of spun goods, already important last year, have again increased by reason of the introduction on a large scale of English threads.

During the months of April and May, a good harvest was predicted, which caused purchasers to provide only partial stocks. From the month of July English spinners withdrew their offers, the prices in England being much higher than in Belgium. Notwithstanding the suppression of this competition, by reason of the accumulated stock in the spinning mills, the prices of spun goods remained low, causing a loss to the purchasers.

Spinning mills of the Walloon country summoned the spinners of the country to a meeting at Brussels, for the purpose of studying a remedy for the disastrous situation. It was decided to regulate the prices of spun goods by those of the material, and in order to reduce the increased stock, to partially stop the spindles.

The stock at the close of the year, notwithstanding the reserve which caused the consumers to replenish their stores in December, was greatly reduced, and the favorable advance of weaving permits hope of the general resumption of work in a short time.

The American middling was at $3\frac{1}{8}$ on the 2d of January, 1899, and at $4\frac{7}{16}$ on the 31st of December.

The number of spinning spindles at Ghent is 525,624 and of twisting spindles, 79,376. In the balance of this consular district, spinning spindles number 272,519 and twisting spindles 80,224, a total of spinning spindles 798,143 and twisting spindles 159,600, divided among the following establishments:

	Spinning spindles.	Twisting spindles.		Spinning spindles.	Twisting spindles.
Establishments in Ghent:			Establishments in other localities:		
Société Gand-Zele Tulize	124,208	17,196	Om Van Ham & Co	40,000	12,000
Ferd. Lowsbergs	65,400	1,400	Société Gand-Zèle Tulize	28,104	9,196
J. De Hempstinne	46,040	24,000	Vve. J. Van Ham	21,720	11,252
La Louisiane	47,000	8,900	Filature du Canal	30,000	1,580
La Florida	31,000	1,500	Vanderschueren & Co	22,888	5,400
Le Texas	26,600	9,000	H. Van Hoegarden	22,384	5,158
Baertsven & Buysse	28,740	760	Glulain Frères	16,844	9,738
La Nouvelle Orléans	21,600	2,280	Filature & Ceinturerie	18,344	4,680
De Smet Guequier	17,604	4,920	Ed Van Ham	18,720	3,400
Chas. Pipyn & Fils	17,000	....	A. Depochie	11,904	3,250
J. J. Dierman	15,000	500	Cotonnière Tournaisienne	12,811	3,220
Vincent and Auger Vincent	13,716	....	Fr. Gerard	14,000	5,150
Vantcker Van Den Broecke	12,700	1,920	Van Coppernolle & Dupuis	7,600	3,000
D. Vanderhaegen	12,016	300	Breur & Co	7,200	3,200
De Coster & Rousseau	10,500	....			
L. & F. Motte Frères	10,000	....			
Cotonnière de Ledeberg	10,000	2,000			
Cotonnière de Gand	8,500	1,200			
De Moor Frères	8,000	500			

COTTON WEAVING.

The year 1899 may be counted among the best for the weaving industry. The low prices favored consumption, and this exceeding the offers, permitted the weavers not only to push their production to its maximum, but also to increase the number of their looms.

There are 14,919 looms in this city and vicinity, of which, approximately, 3,084 work on flax.

It is estimated that in 1900, this number will be increased by at least 1,500.

TANNED LEATHER.

The leather works benefited by the flourishing situation of the industry. Light hide has been much sought after. The United States from time to time took light sorts at high prices. From all sides complaints arise against the high prices of raw hides.

Since October, there has been a movement toward an improvement of the manufactured leather.

LACE.

The Flemish lace industry has suffered much during the past year for want of a market. While prices have been about the same as in the year preceding, machine-made lace is gradually and surely killing off this industry. Orders from France and England, the largest consumers of this product, have been much less than in 1898. The declared value of lace shipped from this district to the United States in 1899 amounted to $20,749.91, as against $21,500.54 in 1898 a decrease of $750.63.

MACHINERY.

The mechanical workshops were generally well provided with orders during the year 1899. The rise in prices of all the raw material necessary for the industry of metallurgy commenced in 1898 and increased rapidly during 1899. It is feared that the consequent rise in the prices of machinery, transportation, etc., will materially reduce the number of orders for 1900. The exportation of machinery to foreign countries continues to increase. The relation between employer and employee has been very satisfactory throughout the year. Wages have risen during the year on an average of 10 per cent over 1898.

BREWERIES.

The situation of the brewing industry for the year 1899 was not as prosperous and profitable to the brewer as in the year preceding. The quantity brewed was a trifle less, but the prices obtained were considerably lower than for many years.

The total quantity of flour declared dutiable by brewers was 7,708 tons, there being a decrease of 15 tons, or an approximate decrease in the manufacture of 2,490 gallons of beer in comparison with 1898.

CEMENT.

The year 1899 has been fully as prosperous in the cement industry as the preceding one.

The production of cement floor tile was much the same as in 1898. Sales were quite easy, except for exportation to countries beyond the sea, where they were a little more difficult, one of the principal causes being increased freight rates.

The declared value of cement shipped from this district to the United States in 1899 amounted to $6,212.04, as against $10,147.56 in 1898, or a decrease of $3,935.52.

OIL INDUSTRY.

By reason of the great industrial activity in all the European countries, the demand for oils has been strong and regular.

Prices have naturally felt the effect of the increase in seeds, with which they have kept on an equal footing. Flax oil has reached $11 per hectoliter (26.42 gallons), and this price also marked the extreme limit of colza oil. The importation of linseed cakes at the port of

Ghent is developing rapidly. This product is gradually obtaining more favor with the cultivators. The importations are chiefly from Russia.

There was imported at Ghent 4,100 tons in 1898 and 7,700 tons in 1899.

The value of oils exported to the United States from this consular district during the year 1899 was $3,069.94, as against $8,323.22 in 1898, a decrease of $5,253.28.

LUMBER.

The year 1899 did not maintain the success recorded for 1898, on account of a considerable increase in the arrivals. Statistics for 1897, 1898, and 1899 are:

Description.	1897.	1898.	1899.
Oak:	*Cubic yds.*	*Cubic yds.*	*Cubic yds.*
Logs	11,794	40,123	16,382
Miscellaneous	1,836	635	....
Pitch pine:			
Beams	386	524	148
Planks	3,456	7,075	3,551
Pine:			
Beams	17,681	58,219	32,210
Planks	250,315	292,249	215,076
Miscellaneous wood, trees, etc	136,738	183,618	159,405
Total	422,206	582,443	426,772

For pitch pine, oak logs, spruce, and other American lumbers, the market has been good. These lumbers, which have a great future, commenced to be imported by parties at Antwerp, carried in steamers in the regular service between America and Antwerp.

In beams, both large and small, in thick plank, in batting, and boards of all sizes, the decrease is more considerable.

Rough-timber trees, mine timbers, etc., have suffered less, on account of the exceptional facilities which this port presents for the importation of these woods. The freights for the year 1899 were normal until August; in September they rose slightly.

The sale of lumber on exchange was active in favor of the seller, but the extraordinary unforeseen charges for displacement and cartage absorbed the greater part of the profits. The real cause of the decrease was the excessive importation of 1898, when there arrived at Ghent 100,000 cubic meters of lumber more than the total quantity recorded in its years of greatest prosperity. The stock at the close of 1899 was below the average, and this gives hope that 1900 will be more favorable.

BLEACHING, DYEING, PRINTING, AND PREPARING.

Bleaching.—The active business of the past year has given considerable movement to the different industries; woven goods have been very busy. The strong demand for exportation of the bleached flax threads has kept the bleachers in constant activity.

Dyeing.—The manufacture of cloth for dyeing has changed very little. The production of haberdashery goods appears to have a future, but it calls for expensive installations.

Printing.—This feels the effect of the great production of colored goods, such as vichys, zephyrs, etc., which have been much in favor.

Belgium remains tributary to foreign countries for certain kinds not sufficiently produced here. The printing for exportation is not enough to supply the demand. It is announced that there is in contemplation a considerable enlargement of the only printing house existing in this city.

Preparation.—Cotton goods, teased and prepared, are always in strong demand at the approach of winter. The consumption season for these articles is short. In order to be in a position to furnish the work exacted during the few months of demand, the preparers are put constantly to the expense of increasing their machinery.

RAGS AND PAPER STOCK.

The trade for 1899 improved; sales were stronger and prices a shade higher. The United States continued to be the heaviest consumer, while orders from Russia, France, and Germany materially increased. The trade with England remained normal.

The shipment of all kinds of rags and paper stock from this consular district to the United States was valued at $265,179.88 as against $253,122.64 in 1898, an increase of $12,057.24.

CHEMICAL INDUSTRY.

The use of nitrate of soda is growing in favor for agricultural uses. The importations into Europe during the past year reached about 1,250,000 tons as against 910,000 tons in 1898, and consumption is estimated at 1,150,000 tons as against 1,010,000 tons in 1898. Except for the rise caused in the months of March and April by the exhaustion of the stocks, and the delay in the arrival of cargoes resulting from bad weather, there was no considerable movement of prices, and the speculative spirit failed. However, the average price increased perceptibly and will continue this upward movement, according to all probability.

Importations of nitrate of soda at Ghent during the last five years have been:

	Tons.
1895	13,031
1896	20,043
1897	9,955
1898	9,983
1899	18,658

Sulphate of ammonia.—This product has had a year prosperous beyond all expectation. The market prices, already quite high in 1898, further increased and finally settled on an average of $5.40 per ton.

The stock at the close of the year did not much surpass that of 1898 (7,000 tons against 4,000).

The importation of sulphate is decreasing in all the large countries consuming nitrate—Germany, France, Belgium, and Holland.

Importations into Ghent during the last five years have been:

	Tons.
1895	7,585
1896	7,922
1897	8,592
1898	3,276
1899	2,232

Phosphates of chalk.—The improvement in the industry of phosphates of chalk was further accentuated during the past year, the universal market having easily absorbed the general production.

The situation of superphosphates of chalk was not much modified in 1899; the prices, notwithstanding the increase of the raw material, have not undergone any changes.

The increase in production continues to surpass the increase in consumption.

Mineral acids.—The local production remains about the same as in 1898. A new factory of concentrated sulphuric acid was opened in Belgium and offered its product at any price.

Muriatic acid.—This product has brought a little higher price.

Nitric acid.—The situation remains the same as in 1898.

Sulphate of soda.—The manufacture increased a little toward the the end of the year.

Acetic acid.—The demand has been considerable but the competition has been so strong that no manufacturer declared himself satisfied. The demand is becoming less and less for table use, it being gradually replaced by alcohol vinegar, which costs less.

Vinegar in general sold well during the summer of 1899.

As to dyeing products, sales have been very satisfactory; demands have been abundant, particularly for the mineral dyes manufactured from coal.

The industry of bleaching has profited largely from the general prosperity, and trade has been considerable. However, there are no changes worthy of note in these branches.

CEREALS.

Wheat.—The movement of lower prices which closed the year 1898 continued during 1899. Prices at the close of the year were about 1 franc per 100 kilos (19.3 cents per 220 pounds) less than at the commencement. The shipments from countries over the sea have been very heavy, exceeding the needs of consumption, which permitted the reformation of stocks exhausted during 1898.

The abundance of wheat has been an obstacle to speculation and the trade has been calm.

The Argentine Republic furnishes the largest proportion of this grain.

Barley.—Foreign barley has been relatively dear during the whole season, by reason of the scarcity of good qualities for brewing and distilling purposes. A fact which merits attention is that large quantities of barley were received from the United States. All those who have used it express themselves as well satisfied. There is a good opening for this grain. Other cereals, such as Indian corn, oats, etc., have not presented any interest to the port of Ghent during the past year. The native harvest has been bad in every respect, wheat, barley, rye, and oats having had a yield perceptibly inferior to that of the preceding year.

SEEDS.

Flaxseed.—Everything favored an increase; there was a deficit in the Russian harvest, followed by a small Indian crop.

Colza seeds.—The British Indies furnished the greater part of the imports. These countries, alternately desolated by the epidemics and droughts, can not be relied upon as much as in the past.

Ravison seeds.—These have been very scarce during the whole year and have consequently been held at high prices.

Flaxseed for sowing.—By reason of a warm and dry summer, flaxseed for sowing from Riga is very satisfactory. The high prices which the exporters were compelled to ask in the beginning to place themselves on an average with foreign markets have frightened the consumers to such an extent that the trade has not advanced as rapidly as in preceding years.

On the 31st day of December, in view of the reserve observed by the purchasers and of the little chance of the port of Riga closing, the season had not ended. The high prices of raw flax will stimulate the culture, and, according to all appearances, the importation of seed for 1900 will not be inferior to that of the preceding year.

HATTERS' FURS.

The industry has experienced a remarkably prosperous year, the quantity produced and disposed of exceeding that of the year 1898, whereas prices advanced 55 per cent. The principal consumer of this product is the United States, which increased its orders by about 80 per cent over 1898. Italy and Brazil are also large consumers, while France and England are steady buyers. The demand thus far for 1900 has materially decreased, and also the cost of the raw material, in consequence of which prices have fallen fully 40 per cent. The declared exports to the United States from this consular district amounted in value to $228,879.69, as against $125,379.82 for 1898, an increase of $103,499. 87.

RABBIT SKINS.

The rabbit skin industry for 1899 was not as satisfactory as in the preceding year, although orders were abundant and the production greater than in any season since the creation of the industry. The cost of raw material was so great that there was little profit left for the manufacturer.

The factories were run on full time throughout the year, which is quite unusual. The demand from the United States, where as a rule only the cheaper grades of skins are called for, increased about 40 per cent. Russia is becoming a good market for the better grades. Canada continues to be the principal consumer for the finer sorts. England and Germany also increased their demands.

The declared exports to the United States from this consular district amounted in value to $105,205.29, as against $74,670.59, being an increase of $30,534.70.

BEET-SUGAR INDUSTRY.

The culture of the sugar beet has been very remunerative to the cultivator, but by the excessive use of nitrates of soda the plant has been pushed to an excess, and therefore was very poor in sugar. This situation, together with the exactions of the sugar legislation, has been disastrous for the manufacturers of Flanders, who, without exception, closed their accounts this year with a deficit.

If the industry of sugar in general be considered, it must be admitted that in a short time there will be an excessive overproduction. In fact, it is noted with what rapidity the culture of the sugar beet is increasing in the United States, Italy, and Spain; it has been introduced with the greatest success in Roumania, attempted in Australia, Peru, and China, and proposed in the Argentine Republic, Chile, Mexico, and even in the United Kingdom, where frequent experiments have demonstrated its possibility.

The most encouraging prospect for the Belgian manufacturer is in the certainty of a progressive increase in the general consumption of the world.

A few months ago, the Journal des Fabricants de Sucre (the Journal of the Manufacturers of Sugar) published the current retail price per kilo of refined sugar in the principal cities of Europe. It may be interesting to reproduce these figures.

At London, in lump and in cubes, it varied from 33 to 44 centimes (6–8 cents) the kilo (2.2046 pounds); at Paris, quotations were 1.10 francs to 1.15 (21–22 cents); at Berlin, 75 to 88 centimes (14–17 cents); at Vienna, 83 centimes (16 cents); at Varsovie (Russia), 86 centimes (17 cents); at Barcelona, 1.60 francs (30 cents); at Christiania, 84 centimes (16 cents); at Stockholm, 88 centimes (17 cents); at Copenhagen, 70 centimes (13 cents). If comparisons are made of the prices at London, where sugar is free, with those of any large city of Europe, the difference—due almost entirely to the duties—is sufficiently striking to convince the world that the greatest obstacle to the increase of the consumption is the duty.

HORTICULTURE.

The great development of this important branch of national activity has created such an abundant production that it is feared that it will ere long be an excess. In order to obviate this condition as much as possible, an effort is being made to facilitate exportations.

Trade with Russia, Germany, France, and Denmark has been quite strong.

The bulb crop for 1900 will not fare much better than that of the year preceding, which was almost a complete failure. Prices during the past year have not varied from those of 1898. The demand was strong, especially for large azaleas and palms, of which there is such a scarcity that it is impossible to supply orders.

Prices for 1900 will be from 10 to 15 per cent higher than those of the year preceding, and from the numerous orders on hand at this time, a very prosperous year is anticipated. It is predicted 1900 will close without any stocks on hand.

The declared value of shipments to the United States from this district during the year 1899 amounted to $133,585.27, as against $131,606.09 in 1898, being an increase of $1,979.18.

DECLARED EXPORTS.

Statement showing the value of declared exports from the consular district of Ghent to the United States during the year ended December 31, 1900.

Articles.	Quarter ending— March 31, 1899.	June 30, 1899.	September 30, 1899.	December 31, 1899.	Total for the year.
Baskets	$1,685.17	$1,631.82	$1,620.37		$4,937.36
Books				$282.81	282.81
Braids		178.68			178.68
Cement	585.74	2,109.86	1,757.23	1,759.21	6,212.04
Chicory, granulated	523.83	362.13	341.15	182.39	1,409.50
Chicory root		2,229.15	9,457.01	212.14	11,898.30
Chicory reed	564.53	2,809.70			3,374.23
Church regalia		38.60	164.05		202.65
Copra oil	3,069.94				3,069.94
Cordage	515.32		358.51		873.83
Earthenware			321.32	231.67	552.99
Flax	75,768.06	58,424.65	23,058.21	71,435.90	228,686.82
Flax waste		1,581.16			1,581.16
Fusel oil				177.96	177.96
Hatters' furs	77,078.05	68,443.21	55,769.39	27,589.04	228,879.69
Herrings, preserved				1,670.42	1,670.42
Lace	2,940.46	8,028.68	4,695.48	5,085.29	20,749.91
Linen goods	40,043.82	22,583.68	24,442.91	35,247.24	122,317.65
Machinery		120.63	77.20	29.92	227.75
Matches	349.25	1,279.86	1,961.37	4,680.06	8,270.54
Naphthalene			288.78		288.78
Paintings	352.90	102.00			454.90
Paper stock	54,528.13	69,710.89	68,104.83	115,991.50	308,335.35
Plants and bulbs	4,970.74	38,256.67	71,347.57	37,976.20	152,551.18
Rabbit skins	32,766.21	34,006.53	52,233.15	33,827.95	152,833.84
Rubber and brass goods				258.13	258.13
Sprats	2,414.91	15,084.45	19,392.88	8,142.57	45,034.81
Tapestry	1,751.68		2,516.05		4,267.73
Thread:					
Cotton	895.78	690.34			1,586.12
Flax	5,342.30	3,595.86	3,898.92	2,158.97	14,996.05
Tow	1,898.27	2,682.02	1,834.73	129.55	6,544.57
Wines		333.60		258.81	592.41
Wearing apparel				101.33	101.33
Wrapping paper		152.43			152.43
Yarns, tow	2,824.92				2,824.92
Total	310,870.01	334,436.60	343,641.11	347,429.06	1,336,376.78
Same quarter preceding year	211,077.53	223,805.18	232,660.74	276,019.33	943,562.78
Increase	99,792.48	110,631.42	110,980.37	71,409.73	392,814.00

SHIPPING.

The movement of the port of Ghent for the year 1899 shows a decrease of 16,458 tons, compared with the preceding year, being a total of 617,276 tons against 633,734 tons. The decrease of 49 vessels is due almost exclusively to the lessened importation of lumber, 150,000 against 30,000 tons. It is but just to add that the year 1898 was a most exceptional one for the importation of lumber, as the Belgian Government had shipped many cargoes of railway ties as well as piles and timbers for extensive wharves constructed at this port. With this exception, the year 1899 may be considered as having been very satisfactory.

Freight rates were the same as during the year 1898, and the schedule of rates was well observed and sustained by the different steamship lines.

MARITIME MOVEMENT OF BELGIAN PORTS DURING 1899.

.PORT OF GHENT.

Shipping.

Flag.	Sailing vessels.		Steamers.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
English	54	15,672	576	379,410	630	395,082
Danish	6	987	94	87,237	100	88,224
German			75	53,602	75	53,602
Norwegian	30	9,705	44	31,831	74	41,536
Russian	2	1,328	10	9,319	12	10,647
Dutch	1	194	16	9,815	17	10,009
Swedish	1	357	16	7,843	17	8,200
Belgian			15	4,404	15	4,404
French	6	1,508	4	2,216	10	3,724
Austrian			1	1,216	1	1,216
Italian	1	632			1	632
Total	101	30,383	851	586,893	952	617,276

Merchandise arriving.

Merchandise.	Sailing vessels.		Steamers.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Sundry merchandise			547	360,264	547	360,264
Wood, logs, and stanchions	37	12,073	141	107,578	178	119,651
Flax			23	21,652	23	21,652
Ballast	12	1,573	34	17,332	46	18,905
Pyrite			19	17,015	19	17,015
Coal			35	16,022	35	16,022
Phosphates			9	11,589	9	11,589
Nitrates	11	10,776	1	335	12	11,111
Wood and flax			12	11,823	12	11,823
Tow			5	5,046	5	5,046
Cotton			4	4,986	4	4,986
Petroleum	2	1,258	2	3,316	4	4,574
Porcelain earth	26	2,854			26	2,854
Flax and oil cakes			2	2,133	2	2,133
Iron ore			4	1,910	4	1,910
Wood pulp			5	1,837	5	1,837
Flax and flaxseed			2	1,806	2	1,806
Flax and grain			1	1,133	1	1,133
Guano	2	880			2	880
Linseed			1	488	1	488
Sulphates	6	639			6	639
Wine	2	138	1	190	3	328
Ice			1	226	1	226
Herring	2	117			2	117
Barley	1	75	1	148	2	223
Creosote			1	64	1	64
Total	101	30,383	851	586,893	952	617,276

Vessels according to tonnage.

Tonnage.	Sailing vessels.	Steamers.	Total.
1 to 100 tons	29	1	30
101 to 150 tons	13	3	16
151 to 200 tons	11	8	19
201 to 250 tons	12	1	13
251 to 300 tons	5	2	7
301 to 400 tons	10	45	55
401 to 500 tons	4	129	133
501 to 600 tons	1	228	229
601 to 700 tons	3	78	81
701 to 800 tons	1	100	101
801 to 900 tons	4	117	121
901 to 1,000 tons	2	40	42
1,001 to 1,100 tons	4	25	29
1,101 to 1,200 tons		33	33
1,201 to 1,300 tons		16	16

Vessels according to tonnage—Continued.

Tonnage.	Sailing vessels.	Steamers.	Total.
1,301 to 1,400 tons	2	8	10
1,401 to 1,500 tons		7	7
1,501 to 1,600 tons		9	9
1,601 to 1,700 tons			
1,701 to 1,800 tons			
1,801 to 1,900 tons			
1,901 to 2,000 tons		1	1
Total	101	851	952

Wood and logs.

Year.	With wood.		With logs.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1880	151	28,246	34	5,029	185	33,275
1881	122	23,993	23	4,234	145	28,227
1882	191	38,748	37	7,713	228	46,461
1883	126	31,145	42	9,896	168	41,041
1884	93	26,589	14	4,290	107	30,879
1885	116	40,063	10	3,740	126	43,803
1886	83	32,399	6	2,009	89	34,408
1887	103	42,588	11	4,605	114	47,193
1888	122	52,812	25	12,432	147	65,244
1889	150	62,051	24	13,093	174	75,144
1890	123	50,643	17	7,539	140	58,182
1891	112	51,417	14	6,333	126	57,750
1892	124	61,926	6	2,595	130	64,521
1893	120	59,175	9	6,212	129	65,387
1894	139	81,496	8	5,854	147	87,350
1895	132	72,809	7	3,702	139	76,511
1896	140	86,159	8	5,425	148	91,584
1897	187	118,106	11	6,177	198	124,283
1898	214	136,647	26	13,515	240	150,162
1899	171	115,915	7	3,736	178	119,651

Vessels and tonnage arriving.

Month.	Sailing vessels.		Steamers.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
January	5	3,285	61	42,366	66	45,641
February	3	1,502	58	41,035	61	42,537
March	10	1,971	69	47,209	79	49,180
April	17	6,206	61	42,294	78	48,500
May	12	3,123	78	50,125	90	53,248
June	9	3,328	71	48,794	80	52,122
July	6	2,819	65	45,683	71	47,069
August	11	1,386	82	57,313	93	60,723
September	10	3,410	71	50,360	81	53,179
October	6	750	82	53,931	88	54,681
November	9	1,921	75	52,620	84	54,551
December	3	682	78	55,163	81	55,845
Total	101	30,383	851	586,898	952	617,276

Vessels and tonnage arriving from 1891 to 1899.

Year.	Sailing vessels.		Steamers.		Total.		Average tonnage.
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	
1891	104	28,217	911	465,581	1,015	493,798	487
1892	138	39,969	840	460,005	978	499,974	512
1893	130	31,735	800	452,655	930	484,390	521
1894	95	30,362	802	477,000	897	507,362	566
1895	89	28,437	773	480,880	862	509,317	591
1896	110	37,975	831	530,080	941	568,055	604
1897	106	36,590	873	566,772	979	603,362	617
1898	117	35,138	884	598,596	1,001	633,734	634
1899	101	30,383	851	586,898	952	617,276	649

Places of departure.

Country.	Sailing vessels.		Steamers.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
England	34	3,610	534	330,403	568	334,013
Russia	1	146	158	154,668	159	154,814
Sweden and Norway	33	9,279	79	44,217	112	53,496
North America	5	3,906	14	19,433	19	23,339
Germany			17	9,526	17	9,526
South America	11	10,776			11	10,776
Spain			10	9,008	10	9,008
Portugal			9	7,637	9	7,637
Belgium	7	925	15	5,362	22	6,287
Netherlands	5	648	7	3,886	12	4,534
France	3	213	8	2,753	11	2,966
Africa	2	880			2	880
Total	101	30,383	851	586,893	952	617,276

Places of destination.

Country.	Sailing vessels.		Steamers.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
England	52	14,641	730	508,086	782	522,727
Belgium	1	195	75	45,565	76	45,760
Germany	1	805	18	11,786	19	12,591
Sweden and Norway	24	6,343	3	2,063	27	8,406
North America	6	4,646	2	2,543	8	7,189
Netherlands			8	6,746	8	6,746
Russia	4	850	3	2,233	7	3,083
France	8	937	2	1,055	10	1,992
Spain			2	2,210	2	2,210
Italy	1	755			1	755
Denmark	2	531	1	403	3	934
Unknown	1	392			1	392
Total	100	30,095	814	582,690	944	612,785

Cargo of vessels departing.

Merchandise.	Sailing vessels.		Steamers.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Sundry merchandise	2	1,153	486	314,055	488	315,208
Ballast	36	18,422	289	229,678	325	248,100
Phosphates	39	5,361	14	6,322	53	11,683
Fruits			14	7,448	14	7,448
Sugar			12	6,906	12	6,906
Dross			6	4,859	6	4,859
Potatoes	4	452	8	3,577	12	4,029
Coal	6	1,791	3	2,233	9	4,024
Cement	11	2,365			11	2,365
Macadam	1	357	3	1,447	4	1,804
Flax			2	1,708	2	1,708
Iron ore	1	194	2	1,347	3	1,541
Pyrite			1	851	1	851
Tow			1	865	1	865
Wood			1	606	1	606
Sand			1	401	1	401
Chicory			1	387	1	387
Total	100	30,095	844	582,690	944	612,785

Statistics of merchandise imported and exported by the canal of Terneuzen at Ghent.

Merchandise.	Imported.	Exported.
	Number.	*Number.*
Horses	5,123	53
Other animals	19	25,609
	Tons.	*Tons.*
Apples	...	8,499
Ammonia, sulphate of	2,232	...
Biscuits	292	5
Beans and pease	131	7
Barley	176	...
Bran	240	190
Baryta, sulphate of	...	4,586
Bagging, flax and tow	...	769
Coffee	113	...
Coal	178,357	12,602
Cheese	362	...
Cordage	71	214
Chicory root	...	1,916
Currants	296	13
Cotton:		
Raw	15,027	...
Waste	1,219	29
Cement	46	26,458
Chalk	...	1,125
Chlorides	491	...
Chemical products, miscellaneous	194	565
Cotton goods	950	551
Dross	...	89,007
Dyes and colors	858	550
Eggs	58	2,610
Earthenware	922	104
Furniture	88	136
Flour	87	305
Fish:		
Salted	583	5
Dried	160	...
Flax:		
Raw	33,903	11,822
Waste	198	5,341
Glue	83	10
Guano	1,723	...
Greases	96	9
Glass:		
Window	60	5,795
Miscellaneous	412	411
Hemp, raw	1,350	...
Haberdashery	148	134
Iron and steel, drawn	7,648	5,961
Iron:		
Manufactured, nails	1	3,571
Miscellaneous	177	1,646
Old	487	...
Cast	9,126	...
Jute, raw	9,045	266
Liquids, alcoholic	42	419
Lead, white	...	886
Linen goods	120	1,964
Machinery	14,109	814
Matches	9	1,612
Marble	6	1,008
Nitrates	18,658	36,607
Oats	2,542	...
Onions	150	4,783
Oranges and lemons	1,551	...
Oil:		
Colza	145	5,526
Linseed	99	983
Oil, miscellaneous	255	281
Cakes	7,665	...
Ore, iron	28,047	694
Potatoes	443	24,286
Pepper	115	...
Personal effects	20	273
Plaster	...	222
Porcelain earth	5,904	...
Paper stock	1,596	...
Paper, miscellaneous	49	1,510
Phosphates	18,364	...
Petroleum	8,484	...
Plants	40	846
Rubber:		
Raw	71	15
Manufactured	18	81
Rice	834	...
Rags	296	10,768
Rabbit skins	8	109
Raw animal materials, miscellaneous	219	10
Resinous and bituminous substances	1,057	20
Starch	75	426
Salt:		
Raw	8,457	108
Refined	4,383	...
Sand, washed	10	2,064
Skins:		
Raw	1,639	491
Manufactured	8	117
Tanned	79	486
Stones	...	37,873
Lithographic	...	221
Paving	...	200
Soda:		
Carbonate of	1,045	31
Sulphate of	3,774	1,724
Straw	...	743
Sugar:		
Beet	132	41,186
Cane	988	...
Sirups and molasses	287	...
Seed, flax	6,370	33
Tow	4,271	629
Tobacco leaf	314	...
Vegetable substances, miscellaneous	3,743	104
Wood	215,337	895
Wheat	295	...
Wool:		
Raw	8,201	18
Waste	343	45
Woolen goods	724	192
Wines	406	118
Yarns:		
Hemp	...	405
Cotton	2,094	517
Tow	4	4,911
Jute	1,376	113
Wool	411	55
Flax	1,286	5,980
Zinc in bars	...	583
Miscellaneous	5,183	6,306
Total	648,945	386,088

Arrivals at the docks of Avant Port of boats which have paid quay duties to the city.

Years.	Boats.	Tonnage.	Years.	Boats.	Tonnage.
1880	2,312	221,441	1890	4,426	503,182
1881	2,080	194,864	1891	4,391	490,860
1882	2,010	179,972	1892	3,804	465,070
1883	2,422	201,341	1893	3,028	411,916
1884	2,390	231,330	1894	3,192	434,280
1885	2,778	285,055	1895	3,032	422,224
1886	2,808	288,109	1896	3,450	452,651
1887	3,486	370,246	1897	4,441	497,576
1888	3,275	366,469	1898	4,752	576,668
1889	3,642	413,496	1899	4,355	604,624

YEAR 1898.

Arrivals and departures from the canal of Terneuzen.

	Boats.	Tonnage.
Arrivals	4,262	339,901
Departures	2,320	230,470

Arrivals and departures at the city by inland water courses.

Inland water courses.	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
Bas Escant (Lower Scheldt)	6,338	827,862	2,651	355,548
Haut Escant (Upper Scheldt)	2,887	583,923	1,371	188,227
Bruges Canal	2,414	288,494	5,536	543,137
Lys	533	61,438	851	118,767
Total	12,167	1,761,717	10,409	1,205,679

PORT OF BRUGES.

Arrivals and departures.

Flag.	Arrivals.				Departures.			
	Cargo.		Ballast.		Cargo.		Ballast.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Belgian	2	1,050			1	585	1	465
Danish	1	137			1	137		
English	83	24,658			44	10,974	40	13,766
French	4	296			2	119	3	236
Dutch	1	144					1	144
Norwegian	16	3,837			1	215	15	3,622
Russian	1	272					1	272
Swedish	2	438					2	438
Total	110	30,832			49	12,030	63	18,943

Imports and exports.

IMPORTS.

Barley	tons	729
Herring	do	1,117
Coal	do	40,613
Chemical fertilizers	do	686
Wood pulp	do	492
Miscellaneous	do	182
Total	do	43,819
Lumber	cubic feet	330,534

EXPORTS.

Briquettes	tons	330
Chemical fertilizers	do	755
Macadam	do	10,055
Bark	do	19
Chicory root	do	215
Forage	do	320
Miscellaneous	do	39
Total	do	11,733
Empty barrels	number	3,763

PORT OF OSTEND, 1899.

Places of departure.

Country.	Cargo.		Ballast.		Total.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
Germany	37	19,809	....	....	37	19,809
Sweden	6	3,935	....	....	6	3,935
Norway	79	33,057	....	....	79	33,057
England	745	294,799	6	1,705	751	296,504
North America	16	17,607	....	....	16	17,607
Denmark	4	1,978	....	....	4	1,978
Russia	9	6,494	....	....	9	6,494
France	18	1,315	....	....	18	1,315
Total	914	378,994	6	1,705	920	380,699

Places of destination.

Country.	Cargo.		Ballast.		Total.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
Germany	....	....	14	7,220	14	7,220
Norway	1	215	51	16,945	52	17,160
England	522	207,417	301	138,925	823	346,342
Russia	....	....	1	196	1	196
France	3	217	12	2,886	15	3,103
Holland	....	....	1	568	1	568
Belgium	1	422	5	2,592	6	3,014
Total	527	208,271	385	169,332	912	377,603

Nationality of foreigners arriving at Ostend.

Visitors.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Belgium	15,195	15,734	15,401	17,079	15,259	16,231	13,142	10,271	10,059	12,877
Germany	5,766	5,527	4,772	5,073	6,493	7,102	4,816	4,868	5,559	8,936
England	7,190	6,457	6,472	7,658	10,367	11,942	10,780	9,742	10,981	11,223
Austria-Hungary	1,354	1,078	1,053	1,050	1,208	1,385	2,119	2,189	2,269	2,609
Denmark	13	42	11	27	40	65	57	85	168	165
Spain	65	70	51	63	50	70	122	556	617	621
France	6,683	6,405	6,509	6,490	5,834	6,290	6,872	9,626	8,606	7,818
Greece	4	8	3	85	41	52	74	116	152	156
Holland	362	396	460	490	600	737	795	592	605	950
Italy	80	86	105	127	137	170	701	604	529	511
Portugal	29	34	14	53	88	58	67	63	126	125
Roumania and Servia	40	117	91	117	83	131	71	112	155	196
Russia	523	345	400	415	499	690	193	293	581	974
Sweden and Norway	48	50	43	73	45	119	282	310	371	369
Switzerland	66	146	88	137	155	297	210	232	387	419
Africa	28	31	29	71	18	64	169	106	217	261
America	539	693	1,011	828	1,345	1,481	1,691	1,880	1,405	1,463
Asia	25	21	36	63	41	21	63	102	122	124
Australia	9	28	7	32	55	57	51	88	71	63
Turkey	10	35	75	61	44	42	128	123	590	209
Total	38,029	37,303	36,611	40,075	42,352	47,004	41,898	41,398	43,936	50,069

Arrivals and departures.

Flag.	Arrivals.		Departures.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
English	430	172,592	428	171,678
German	38	21,615	36	19,937
Belgian	327	131,443	327	131,507
Danish	9	5,060	7	4,903
Dutch	2	635	2	712
French	6	3,705	6	3,680
Norwegian	92	37,239	92	37,781
Russian	2	694	2	694
Swedish	14	7,716	12	6,711
Total	920	380,699	912	377,603

Recapitulation of the maritime movement at the ports of Ghent, Bruges, and Ostend, 1899.

Ports.	Arrivals.		Departures.	
	Number of vessels.	Tonnage.	Number of vessels.	Tonnage.
Ghent	952	617,276	944	612,785
Bruges	110	30,832	112	30,973
Ostend	920	380,699	912	377,603

PORT OF GHENT.

Entry of vessels and tonnage for the first six months of the year 1900, as compared with same period for twelve years.

Year.	Sailing vessels.		Steamers.		Total.		Average tonnage.
	Number.	Tonnage.	Number.	Tonnage.	Vessels.	Tonnage.	
1888	56	17,654	303	143,053	359	160,707	448
1889	57	17,882	342	162,072	399	179,954	452
1890	60	13,766	367	167,726	427	181,492	426
1891	52	14,679	421	211,723	473	226,402	480
1892	69	20,618	402	213,895	471	234,513	498
1893	81	18,188	367	205,572	448	223,700	500
1894	46	17,144	341	200,860	387	218,004	564
1895	39	14,262	287	176,720	326	190,982	586
1896	52	19,513	396	246,439	448	265,982	595
1897	44	18,229	404	254,563	448	272,792	609
1898	56	20,642	402	271,869	458	292,511	639
1899	56	19,414	398	271,826	454	291,240	642
1900	68	17,043	422	295,185	490	312,228	637

IMPROVEMENTS.

During the past year, there has been considerable agitation to further improve the harbor of Ghent by the construction of additional wharf facilities, but with no positive result.

The long-hoped-for reconstruction of the locks at Terneuzen, for which provision was made by treaty between Holland and Belgium in 1897, is still in abeyance, with no indication of when work will commence. With this improvement, great results are predicted for the port of Ghent in maritime circles.

The inauguration of the new maritime canal connecting the port of Zee Brugge, on the North Sea, 14.29 miles north of Ostend, with Bruges, a total length of 7.46 miles, was celebrated on the 25th day of February, 1900. Work on the canal is now so far completed that vessels of a draft of 25 feet can enter and pass to the port of Bruges. The locks are fully completed and four-fifths of the wharf wall at Bruges, which is to have a total length of 1,575 feet. The canal has a width of 72 feet 6 inches at the bottom and 229 feet 4 inches at the water level, and will have when completed a depth of 26 feet 3 inches. This will also be the depth of the interior port and of the great basin of Bruges.

Bruges now has deep-water connection by two canal routes—one by way of Zee Brugge, the other by way of Ostend.

New quays were completed on the left side of the basin in 1899. The want of cranes is felt. Several steamers with coal consigned to the Belgian railways have had to unload at neighboring ports on account of the lack of sufficient discharging apparatus. Steamers loaded with ores, pyrites, etc., did not come to the port for the same reasons.

A new trade has arisen during the latter part of the year—the importation of refined petroleum in bulk from the United States. Five tank steamers are now regularly engaged in this traffic.

Vital statistics.

BIRTHS DURING THE YEAR 1898.

Province.	Male.	Female.	Legitimate.	Illegitimate.	Total, stillborn not included.	Stillborn.
East Flanders	17,054	16,389	31,376	2,067	33,443	1,369
West Flanders	14,026	13,229	25,802	1,453	27,255	1,098

DEATHS DURING THE YEAR 1898.

Province.	Male.	Female.	Total.
East Flanders	10,443	9,688	20,131
West Flanders	8,916	7,934	16,850

POPULATION.

Population during the year was: East Flanders, 1,025,918; West Flanders, 802,821.

Immigration and Emigration.

Province.	Immigration, 1898.	Emigration, 1898.	To North America.
East Flanders	1,483	1,044	54
West Flanders	3,168	3,431	23

APPRENTICESHIP SCHOOLS SUBSIDIZED BY THE STATE.

The following statistics are given for the year 1898:

Description.	Province of—	
	East Flanders.	West Flanders.
Number of establishments	10	27
Total number of apprentice boys	211	547
Number able to read, write, and figure	140	331
Number able to read and write	41	128
Number able to read only	12	47
Illiterate	9	41
Per cent illiterate	8.10	6.21
Number of workmen trained during year	80	205
Number of workmen trained since establishment	5,859	21,637
Average wages (per day)	$0.214	$0.227

PUBLIC LIBRARIES.

Statistics for 1898 show 5,378 outside readers in the province of West Flanders; in East Flanders, 7,444. The number of books loaned in West Flanders in 1898 was 37,933; in East Flanders, 165,010. The total number of books on the catalogues of these libraries was, respectively, West Flanders, 80,146; East Flanders, 377,632. This latter figure does not include the volumes in the university library at Ghent, which are estimated at 325,800.

FINANCIAL CONDITION OF THE PROVINCES.

The following statements give the financial condition of the two Flanders in 1897:

East Flanders.

RECEIPTS.

Direct taxation	$128,854.52
Dog tax	10,663.06
Tobacco and liquors	62,080.19
Permission to carry weapons	1,968.60
Other provincial taxes	27,888.11
Subsidies	8,156.18
Miscellaneous receipts	10,128.06
Total	249,738.72
Balance brought forward from previous statement	13,520.62
Grand total	263,259.34
Amount of taxation per inhabitant	.23

DISBURSEMENTS.

Maintenance of judiciary, prisons, and police	$19,570.20
Religious worship	11,547.19
Loans paid	11,265.60
Public instruction	42,625.02
Roads	27,688.17
Miscellaneous expenses	121,165.59
Total	233,861.77

West Flanders.

RECEIPTS.

Direct taxation	$187,493.13
Dog tax	25,589.87
Tobacco and liquors	46,232.76
Permission to carry weapons	2,078.61
Other provincial taxes	24,017.89
Subsidies	13,548.21
Miscellaneous receipts	80,474.44
Total	379,434.91
Balance brought forward from previous statement	26.06
Grand total	379,460.97
Amount of taxation per inhabitant	.36

DISBURSEMENTS.

Maintenance of judiciary, prisons, and police	$27,123.64
Religious worship	17,455.50
Loans paid	18,336.16
Public instruction	47,581.06
Roads	34,941.49
Miscellaneous expenses	104,304.54
Total	249,742.39

Provincial loans outstanding.

Province.	Dec. 31, 1898.	Dec. 31, 1897.
East Flanders	$433,188.50	$438,496.00
West Flanders	478,713.73	481,222.73

BANK STATEMENTS.

NATIONAL BANK (GHENT BRANCH).

Discount during the year 1899:	Per cent.
January 1	4
January 27	3½
June 9	4
July 12	3½
October 3	4
October 18	5
Average discount for year	3.92
Discount throughout year 1898	3.04

During the same year (1899), the minimum rates of discount of the national banks of England, Germany, France, and Holland were:

	Per cent.
Bank of England:	
January 1	4
January 19	3½
February 2	3
July 13	3½
October 3	4½
October 5	5
November 30	6
Bank of Germany:	
January 1	6
January 17	5
February 21	4½
May 9	4
June 19	4½
August 7	5
October 3	6
December 19	7
Bank of France:	
January 1	3
December 7	3½
December 21	4
Bank of Holland:	
January 1	2½
June 21	3
July 4	3½
July 19	4½
October 4	5

GOVERNMENT ACCOUNT.

	1899.	1898.	Increase.	Decrease.
Receipts	$11,940,331	$11,088,236	$852,095	....
Disbursements	6,249,147	7,127,297	....	$878,150

SAVINGS ACCOUNT.

	1899.	1898.	Increase.	Decrease.
Receipts	$423,056	$390,825	$32,231	....
Disbursements	1,087,555	1,243,499	....	$155,944

PRIVATE ACCOUNT CURRENT.

	1899.	1898.	Increase.	Decrease.
Receipts	$30,517,160	$30,892,352	....	$375,192
Disbursements	30,378,779	30,613,660	....	234,887

NATIONAL BILLS REDEEMED AND ISSUED.

	1899.	1898.
Presented	$3,466,087	$2,734,231
Issued	913,398	756,946

BANK OF FLANDERS.

Funds.

Total general movement:	
1899	$85,983,907 04
1898	87,668,260.60
Decrease	1,684,353.56

City account current.

Total movement:	
1899	$102,675,846.59
1898	110,781,846.59
Decrease	8,106,000.00

On December 31, 1899, the following situation was reported:

Accounts current	$3,787,482.69
Deposits payable:	
Upon notice	776,752.05
Upon demand	778,926.10
Total due by the bank December 31, 1899	5,343,160.84
Total due to the bank December 31, 1899	1,759,238.32
Balance to the debit of the bank	3,583,922.52

Foreign accounts current.

Total movement:	
1899	$60,693,786.40
1898	62,851,243.65
Decrease	2,157,457.25
Total due to the bank December 31, 1899	2,243,404.73
Total due by the bank December 31, 1899	1,093,724.42
Balance to credit of bank	1,149.680.31

Reserve.

The reserve December 31—	
1899	$231,607.41
1898	227,852.68
Increase	3,754.73

BANK OF GHENT.

The general movement of operations during 1899 was:

Debit and credit	$70,022,236.80
Receipts, including balance of December 31, 1898	16,522,818.75
Payments	16,421,947.68
Balance December 31, 1899	100,871.07

Account current.

Accounts current in 1899:	
Debit	$36,291,626.12
Credit	36,290,596.18
Total	72,582,222.30

Reserve.

Total reserve on December 31, 1899	$182,746.16

Profit and loss.

Balance of account of profits and losses	$68,267.80
Deducted for general expenses	20,909.70
Total benefit	47,358.10

Divided as follows:

Five per cent legal reserve	$2,367.90
Dividend to shareholders	24,125.00
Part of the administration	3,129.78
Part of the commissary	772.00
Statutory reserve, 10 per cent	2,086.52
Second dividend to shareholders	14,475.00
Optional reserve	401.90

RICHARD LE BERT, *Consul.*

GHENT, *July 23, 1900.*

LIEGE.

Belgium is one of the most densely populated countries on the globe, being only about one-third the size of the State of Indiana, with a population of 6,670,000, or 606 to the square mile. The population of the province of Liege is 826,762, or 710 to the square mile. It is a manufacturing country, having for the year 1899 exported $358,000,000 worth, of which $180,000,000 worth was manufactured wholly in Belgium, and $158,000,000 worth was manufactured in Liege. Agricultural products and minerals amounted to $66,000,000. Of this, the United States received $13,070,800, and returned $56,016,600 worth of her wares, which showed a gain of $3,119,694 in exports to the United States and a decrease of $2,480,786 in imports from the United States as compared with the year 1898.

The following interesting table shows the per capita exports of the leading industrial countries for the last five decades:

	1850-1860.	1860-1870.	1870-1880.	1880-1890.	1890-1900.
Belgium	$14.21	$23.81	$39.31	$44.35	$48.01
Germany			12.07	16.30	14.61
Great Britain	17.68	27.97	32.78	31.76	30.51
France	8.79	14.17	18.57	17.76	18.11
Holland		36.94	61,42	84.96	103.03
Italy		4.45	7.45	7.15	6.65
Russia		2.08	4.34	5.25	4.94
Switzerland				46.75	44.75
United States	8.37	6.94	12.39	13.37	14.77

EXPORTS FROM THIS CONSULATE.

The total value of exports from this consulate to the United States for the year 1899–1900 shows an increase, as indicated by the following table, giving the declared exports for the fiscal years ended June 30, 1899 and 1900:

	1899.	1900.	Increase.	Decrease.
Arsenic	$33,309.06	$2,048.91		$31,260.15
Carded clothing	1,175.24	3,827.37	$2,652.07	
Church ornaments	241.25			241.25
Fancy goods	265.48			265.48
Firearms	819,738.89	994,760.72	175,021.83	
Glassware	120,823.09	128,241.55	7,418.46	
Glue	957.05			957.05
Grease	289.50			289.50
Hones	10,298.23	20,070.23	9,772.00	
Lamp fixtures	3,252.95	2,673.97		578.98
Leather goods	260.53	242.19		18.34
Machinery	4,543.95	12,260.42	7,716.47	
Miscellaneous	211.36	1,516.17	1,304.81	
Paper	854.62	2,619.15	1,764.53	
Paper tubes	816.61	199.52		617.09
Safety fuse		281.60	281.60	
Salted sheepskins	74,178.38	149,269.68	75,091.30	
Steel wire	1,622.08	2,177.25	555.17	
Straw goods	28,745.44	10,282.02		18,463.42
Superphosphates	37,710.93	31,654.99		6,055.94
Tin foil		1,624.50	1,624.50	
Woolen goods	156,988.71	196,757.94	39,769.23	
Woolen noils	1,730.10	5,198.10	3,311.00	
Zinc dust	38,730.42	70,382.30	31,651.88	
Total	1,336,943.57	1,636,088.58	357,938.85	58,747.20

It will be noted that the most important gain was in firearms, which amounted to $175,021.83. A very large part of this gain was in rough-bored gun barrels. The increase in zinc dust amounted to $31,651.88, while the exports of arsenic decreased $31,260.15, and of straw goods, $18,463.42. The decrease in the latter item is owing to the close Swiss competition.

COAL.

During the year 1899, the coal trade of this district was very active, and the production exceeded that of 1898 by 195,813 tons, notwithstanding the coal miners' strike in April and May of that year, which lasted about ten days and cost the miners in wages $173,323.29. The stock of coal at the mines decreased from 106,266 tons to 58,212 tons, which represents about four days' production of the mines of this province. The average depth of the mines worked in 1899 was 1,102 feet against 1,092 feet in 1898. Of the coal mined, 416,698 tons, or 7.1 per cent of the total production, were consumed in working the mines.

Of the 83 coal mines in the Liege basin, only 40 were in active operation during 1899, 38 of which showed a profit for that year of $2,508,490 (an increase of $944,170 over 1898), and 2 showed a loss, notwithstanding the high price of coal.

There were 30,750 miners employed in the mines of this consulate, 23,228 being employed below the surface and 7,522 above. There were 26 women, all over 21 years of age, and 1,483 boys between the ages of 12 and 16, employed below the surface; and 644 women over 21 years, 763 between 16 and 21, and 463 between 12 and 16 years, as well as 437 boys between 12 and 16 years, were employed above the surface.

The following table gives a general statement of the workings of the mines in the Liege basin for the last twenty years:

Coal mines of the province of Liege.

Year.	Coal mined.	Value per ton.	Gain.	Workmen.	Days employed.	Annual product of workman.	Daily output per man.	Total salaries.	Yearly salary of workman.	Salary per ton.
	Tons.					*Tons.*	*Pounds.*			
1879	3,581,305	$1.83	[1]$56,070	22,156	288	162	1,349	$3,842,905	$178.00	$1.07
1880	3,823,629	2.01	281,512	23,456	295	163	1,217	4,423,718	188.00	1.16
1881	3,899,876	1.93	[1]172.011	23,569	294	165	1,234	4,540,712	192.00	1.16
1882	3,993,482	1.99	111,330	23,694	301	169	1,234	4,620,920	195.00	1.16
1883	4,195,191	2.04	247,618	24,309	305	172	1,241	4,944,662	203.00	1.18
1884	4,063,064	1.92	387,179	23,641	294	172	1,287	4,436,048	187.00	1.09
1885	4,071,835	1.82	361,320	23,464	291	178	1,309	4,145,144	177.00	1.02
1886	4,099,343	1.69	348,334	22,906	290	179	1,357	3,969,920	173.00	.97
1887	4,549,309	1.63	631,926	23,392	301	194	1,419	4,256,514	182.00	.94
1888	4,797,168	1.74	767,502	24,510	303	196	1,423	4,648,712	189.00	.97
1889	4,955,620	1.97	1,446,292	26,009	304	191	1,382	5,172,832	199.00	1.04
1890	5,056,431	2.82	3,871,078	28,017	301	180	1,316	6,465,200	230.00	1.28
1891	4,878,767	2.64	2,154,706	28,904	297	169	1,252	8,319,346	226.00	1.34
1892	4,791,504	2.15	836,806	28,584	293	168	1,261	5,745,834	201.00	1.20
1893	4,843,572	1.94	358,230	28,265	295	171	1,276	5,457,334	193.00	1.13
1894	5,012,371	1.83	329,134	28,295	300	177	1,298	5,626,516	199.00	1.12
1895	5,048,284	1.96	343,290	28,454	300	177	1,298	5,818,006	204.00	1.15
1896	5,241,220	1.97	635,040	28,890	300	181	1,327	5,956,457	206.00	1.14
1897	5,536,066	2.12	1,356,990	29,727	305	186	1,342	6,432,768	216.00	1.16
1898	5,653,515	2.24	1,564,820	30,239	308	187	1,335	6,819,066	226.00	1.21
1899	5,849,328	2.48	2,508,490	30,750	301	190	1,390	7,287,796	237.00	1.25

[1] Loss.

The output of coal of the different countries of the world for the years 1869 and 1899 is given below:

Country.	1869.	1899.
	Tons.	*Tons.*
United Kingdom	102,948,000	220,000,000
United States	28,258,000	205,000,000
Germany	25,704,000	130,000,000
France	13,330,000	35,000,000
Belgium	12,298,000	24,000,000
Austria	3,000,000	15,000,000
Russia	510,000	13,000,000
English colonies	750,000	15,000,000
Japan, etc	500,000	6,000,000
Total	187,898,000	663,000,000

The price of coal advanced during the first half of the year 1900, but has since remained firm at the highest price ever known here. It has doubtless reached the top. Even at the present price, it seems to me there is an opening for good grades of steam and anthracite coal. The inactivity of the iron and kindred industries will probably have an effect on the price of coal.

COKE.

During the year, 1,329 coke ovens employed 804 workmen, consuming 866,295 tons of coal, in the manufacture of 633,981 tons of coke, valued at $2,670,030, an increase of 70,589 tons over the year 1898.

BRIQUETTES.

During the same period, 14 presses, employing 140 persons, manufactured 162,790 tons of briquettes, consuming 148,590 tons of coal dust. The product was valued at $501,370. These briquettes are made from the coal dust found about the mines, mixed with a certain amount of clay to make it hold together, and pressed into oval lumps about the size of a goose egg. They burn nearly as well as the solid coal.

MINING.

The metal mines of this consular district gave employment to 620 workmen during 1899 and produced 29,100 tons of iron ore, valued at $56,520; 47 tons of lead ore, valued at $1,696; 3,730 tons of calamine, valued at $80,910; 5,730 tons of blend, valued at $90,168, and 10,590 tons of manganese, valued at $27,070. The total value of the metals mined was $256,364, at a cost of $190,710, showing a profit of $65,654.

STONE QUARRIES.

The 424 stone quarries of this consulate employed 8,093 workmen, with a total product valued at $2,237,519, an increase over last year of $310,000.

Paving stones form a large part of the above, these being extensively used in paving the country roads.

IRON INDUSTRY.

The foundries and rolling mills of this district were crowded with business during 1899. They consumed 1,063,047 tons of iron ore, of which all but 114,886 tons was imported. The grand duchy of Luxembourg furnished 448,705 tons, and Spain, 270,223 tons. The value of the output for the year is placed at $15,232,000. A very large portion of this was consumed in the shops and factories of Liege and vicinity. At present, the outlook in this industry is not promising. Everything is slack, which is largely attributed to the high price of coal. Iron men say it is unprofitable to produce and work iron at the present prices.

WORKSHOPS.

The workshops were crowded with orders during the year, in many cases being four and five months behind. Prices were high and prosperity reigned everywhere. This condition extended well into 1900, when business began to slacken. At present, most of the workshops are working on half time, and prices are very unsatisfactory.

MACHINERY.

Notwithstanding the fact that iron-working machinery is manufactured extensively in Belgium, large quantities are imported from the United States. A. Engelmann & Co. have opened at 72 Boulevard d'Avroy, Liege, extensive sales rooms devoted almost entirely to the sale of American iron-working machinery. Mr. Engelmann, of the above firm, states that American machinery is sought by manufacturers in preference to all others, even at an advance in price. It is recognized that the workmanship is far superior and that it runs much more smoothly. The German imitation, he says, falls far short of the American original.

ZINC INDUSTRY.

The zinc industry of this consular district was very prosperous during 1899, there being in operation 386 furnaces, consuming 275,952 tons of ore and producing 110,434 tons of zinc, valued at $13,398,030. The industry gave employment to 5,457 workmen at an average salary of 3.75 francs ($0.72) per day. The average price of zinc for the year was $121.32 per ton, being an advance of $22.25 over 1898.

The following table gives the quantities of zinc ore received by the works of this consular district from the different countries for the years 1898 and 1899:

Province.	1898.	1899.
	Tons.	*Tons.*
Italy and Sardinia	65,190	70,479
France	45,251	42,561
Sweden and Norway	82,623	20,981
Belgium	22,094	8,457
Germany	15,239	16,055
Spain and Portugal	38,589	40,021
Algeria and Tunis	19,723	27,888
Greese	13,462	10,563
Australia	12,287	19,189
England	5,737	6,286
America	6,536	9,385
Other provinces	4,666	4,087
Total	254,303	267,495

FIREARMS.

The manufacture of firearms is the leading industry of Liege and suburbs, giving employment to about 30,000 workmen. Until the past year, nearly all the guns were manufactured by hand, and much of the work was done in private shops or in the homes, by piecework. Each man works on a particular part of the gun or lock, the manufacturer furnishing all material. In some cases, the workman receives only 2 or 3 cents for his part of the work on each gun. Some of the better guns are sent out and returned to the different workmen many times before they are completed. Within the last year, American machinery has wonderfully changed the manner of making firearms here. Many of the cheaper firearms are now made by automatic machinery at a great reduction in price, and are really much better, since the parts are interchangeable. One company contracted to furnish parts for 48,000 guns during 1900, 43,000 of which were for the United States. During the first nine months of the year 1900, at least 60,000 of what are known as the machine-made or interchangeable guns have been shipped to the United States.

The gun-barrel trade with the United States is increasing very rapidly. Large numbers of plain-forged rough-bored steel barrels, costing from 3 francs ($0.58) to 3.50 francs ($0.68) each, are shipped. These are made of a high grade of steel, and are generally submitted to a test of the Government proving station. Large numbers of the famous damask gun barrels, that are made nowhere else in the world, also find a ready sale in the United States. The secret of manufacturing these barrels is handed down from father to son, and proficiency is attained only after years of work. The wages paid to these expert forgers are from 3 francs ($0.58) to 4 francs ($0.77) per day, while the "home" finishers are able to earn from 2 francs ($0.39) to 3.50 francs ($0.68).

The following table shows the kinds and number of firearms tested at the Government proving station at Liege for the year 1899:

Single barrels for single and double guns	781,338
Barrels for saloon rifles	182,533
Barrels brazed together	535,437
Saddle pistols	55,485
Pocket pistols	971
Revolvers	547,362
Military gun barrels:	
Large bore (for uncivilized people)	130,720
Small bore (modern war guns)	4,480
Total	2,238,326

The testing of all firearms manufactured in Belgium is made compulsory by the Government. A single-barrel breech-loading gun must be tested twice, and a double-barrel breech-loading gun three times. The charge, which amounts to from 8 to 20 cents, is paid by the manufacturer.

WOOLEN INDUSTRY.

The woolen industry of Belgium is very important, and Verviers, a city of about 55,000 inhabitants, situated in this consular district, is the chief center, giving employment to a very large force, and the output amounting to many millions of dollars. During 1899, these mills consumed 45,738,000 pounds of wool, against 38,715,600 pounds for 1898, a gain of 7,023,000 pounds.

During the year 1899, business was exceedingly good, taxing the mills to their fullest extent. However, the manufacturers claim that it was not a profitable year, considering the amount of business done. They complain much because of the loss of what they considered their best market—the United States.

The following tables give the exports from Verviers during the years 1897, 1898, and 1899, by the different kinds and weights of goods:

CLOTHS, CASIMERES, ETC.

Country.	1899.	1898.	1897.
	Pounds.	*Pounds.*	*Pounds.*
Argentine Republic	85,910	131,020	82,764
Austria	88,946	56,188	82,522
Brazil	32,714	52,888	24,002
England	369,666	334,092	418,264
France	615,206	645,216	611,468
Germany	229,262	234,514	279,752
Hamburg	14,190	91,850	23,804
Holland	358,798	476,822	297,462
Italy	98,456	80,586	50,182
Roumania	56,056	28,204	46,420
Switzerland	108,790	87,142	68,750
United States	204,776	201,520	675,822
Uruguay	17,952	286	5,874
Other countries	348,326	260,502	176,880
Total	2,644,048	2,741,530	2,841,366
Total value	$1,854,036	$1,912,888	$1,797,878

COATINGS, DUFFELS, AND OTHER HEAVY CLOTHS.

Argentine Republic	69,256	129,646	151,734
England	43,538	12,958	46,090
France	4,466	6,490	54,142
India	36,212	....	....
United States	8,008	68,244	94,380
Other countries	51,854	45,496	116,952
Total value	$67,352	$83,414	$165,896

CLOTHS, NOT DENOMINATED.

Argentine Republic	171,270	237,402	58,812
Brazil	36,608	13,002	18,502
Chile	44,088	28,160	13,508
England	328,614	170,434	288,088
France	79,002	128,282	156,970
Germany	58,296	81,862	95,920
Hamburg	31,064	30,074	34,496
Holland	502,348	605,550	437,470
Kongo	62,546	12,804	896
Switzerland	136,916	116,776	107,756
United States	49,500	48,070	151,272
Uruguay	22,440	42,614	5,192
Other countries	315,084	305,668	361,152
Total	1,832,336	1,820,258	1,742,356
Total value	$1,063,820	$967,202	$985,058

The total of the above is, for 1899, $2,985,208; for 1898, $2,963,454; and for 1897, $2,948,822.

In summing up the result in general for the year 1899, the general report of the chamber of commerce has the following to say:

> From the beginning of this year, the price of wool, especially fine wool, has been continually decreasing. This situation brought about an extraordinarily brisk trade in our city. The manufacturers were often, however, in a critical situation, placed, as they were, between the opposition of their customers to paying an absolutely forced increase of price and the fear of seeing the orders pass to a competitor dealing at any price. This opposition manifested itself especially in the business for the home market. Thus the producers have not profited as much as might be expected from this great activity.
>
> The weaving looms were in regular activity, and toward the end of the year, especially, there were not enough. In addition to this difficulty, we have to mention the scarcity of skilled workmen, since a great number have left to look for employment after waiting so long in vain for work in their old positions.

In consequence of the enormous activity which prevailed, money became very scarce and the discount grew to a very high rate in all countries.

For 1900, business has been the reverse, and at this time, the outlook promises but little for the coming year. The constant drop in the price of wool makes manufacturing unprofitable.

The following table gives the comparative quantities of wool sold on time at Antwerp, Belgium, during the first nine months of the years given:

	Pounds.
1897	62,161,000
1898	60,819,000
1899	77,418,000
1900	166,133,000

Up to September 30, 1900, only 5,434,000 pounds have been delivered, being 3.2 per cent of the quantities sold. The immense amount thus thrown on the market has, beyond a doubt, had much to do with the great fall in prices since the 1st of January, amounting to about 30 cents a pound.

In reply to an inquiry as to the conditions of the woolen industry for the present year, Mr. Iwan Simonis, one of the largest manufacturers at Verviers, sends me the following report, which I give in full:

> In 1899, the textile industry flourished, and this condition was kept up until January 10 of this year. In consequence of the drop in the price of wool, which occurred suddenly about that date, an uneasy feeling, which has been growing to the present date, affected all the branches of this industry.
>
> Nevertheless, Verviers has suffered less than the other wool-manufacturing centers. Except the money that was lost by those who had wool in stock by the drop in prices, no one has reason to complain, although the orders for woolen thread and other goods have been less, it is true, and at lower prices.
>
> This situation may be attributed to the great diversity of articles produced at Verviers and to the perfection of the manufacturing. The more prudent customers have continued to give orders, which helped to carry the industry through the crisis.
>
> In a word, the situation is bad, as is the case in all woolen manufacturing cities, but better than in the competing centers.

CROPS.

The crops for the season of 1900 gave in the main a good yield of fine quality. Fruit was excellent for this country, especially pears.

Following are the prices at the last of August, 1900, of the leading cereals produced in this country:

Wheat, first quality, 17 francs ($3.81); second, 15 francs ($2.89) for 100 kilos, or 220 pounds.

Rye, first quality, 15.25 francs ($2.94); second, 14.75 francs ($2.84) for 100 kilos, or 220 pounds.

Barley, first quality, 16.50 francs ($3.18); second, 15 francs ($2.89) for 100 kilos, or 220 pounds.

Oats, first quality, 18.25 francs ($3.52); second, 17.75 francs ($3.42) for 100 kilos, or 220 pounds.

Flour, first quality, 22 francs ($4.24) to 23.50 francs ($4.53) for 100 kilos, or 220 pounds.

BEET SUGAR.

The sugar industry for the season of 1899–1900 was exceptionally good. The yield of beets was large, and the percentage of sugar was the highest for the past ten years. It is worth noting that the percentage of sugar has gradually increased since 1893, as may be seen by the following table:

	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Number of analyses	2,259	2,446	1,668	2,350	1,318	1,585	1,829
Maximum sugar	17.8	15.7	18.6	16.4	17.2	19.10	19.30
Minimum sugar	8.9	8.7	8.2	9.8	10.1	11.80	11.60
General average	12.74	12.21	13.87	13.70	14.61	15.61	15.58

The excise duty on sugar of all grades is very high, coming close to the tariff duty. Following is a table giving the tax on 100 kilos (220 pounds) of the different classes and numbers of raw sugar:

	Francs.	United States currency.
Cane above No. 18	50.56	$9.76
Cane or beet:		
First class, Nos. 15 to 18, inclusive	47.53	9.17
Second class, Nos. 11 to 14, inclusive	45.00	8.69
Third class, Nos. 8 to 9, inclusive	40.95	7.90
Fourth class, under No. 7, inclusive	36.40	7.03

The following table shows the number of factories in the different provinces of Belgium, together with the quantity of sugar produced for the last five years:

Manufactories of beet sugar.

Province.	Season 1895–96.		Season 1896–97.		Season 1897–98.		Season 1898–99.		Season 1899-1900.	
	Factories.	Raw sugar produced.	Factories.	Raw sugar produced.	Factories.	Raw sugar produced.	Factories.	Raw sugar produced.	Factories.	Raw sugar produced.
		Pounds.		*Pounds.*		*Pounds.*		*Pounds.*		*Pounds.*
Antwerp	3	14,118,097	3	19,636,118	3	10,779,056	3	16,968,399	3	22,694,067
Brabant	15	55,876,819	15	71,897,278	15	53,420,763	15	48,854,751	15	68,062,452
Flandre:										
Occidentale	3	11,996,820	3	19,007,637	3	17,145,968	3	17,634,925	3	25,502,594
Orientale	8	48,153,662	8	63,167,243	8	49,711,398	8	54,774,562	8	69,364,075
Hainaut	55	137,793,139	55	178,617,877	55	194,434,451	52	159,698,746	51	210,309,330
Liege	29	95,383,365	29	117,366,280	29	101,605,922	30	79,657,151	31	117,102,154
Limbourg	6	16,129,548	6	21,707,541	6	18,955,715	6	15,261,763	6	21,408,374
Namur	6	20,493,706	6	25,691,042	6	20,431,618	6	16,736,865	6	24,504,040
Total	123	400,945,283	123	517,092,125	123	466,489,287	123	410,315,367	123	558,943,781

The outlook for this year is excellent.

CANALS.

The following table shows, for the years 1898 and 1899, the amounts and kind of commerce (in long tons) that passed through the Liege-Maestricht Canal to and from Antwerp:

Nature of merchandise.	1898.		1899.	
	Arrived.	Departed.	Arrived.	Departed.
Combustible materials	41,058	20,954	80,393	195,088
Metallurgic industry	183,141	95,065	173,028	94,714
Materials of construction	29,646	241,963	22,410	232,949
China and glass ware and materials	77,946	16,976	83,624	19,811
Wood	55,663	1,700	61,248	3,277
Products:				
Agricultural	115,796	1,123	108,334	258
Industrial	3,993	25,619	4,772	29,270
Various merchandise	26,361	39,228	23,704	36,316
Total	534,604	642,628	557,613	611,655

A project is on foot to enlarge the locks and deepen the canal so that boats of 800 tons can easily pass. The locks will be made 300 feet long by 36 feet wide and deep enough for boats drawing 7½ feet of water. The cost of this improvement is estimated at $1,400,000. This would open up the Meuse for as large boats as can now pass up the Rhine.

FINANCE AND BANKING.

The financial condition in this consular district during 1899 was exceptionally good. Money was plentiful and interest only 3½ per cent at the Liege branch of the Banque Nationale de Belgique. Stocks were active and, in general, on the rise. New enterprises were easily financed; but things have changed and at present, the rate at the above bank is 4½ per cent, and nearly all kinds of stocks are on the decline. Most of the local coal-mine stock, even, is becoming low, notwithstanding the fact that coal is higher than was ever known here.

Below I quote the prices on a number of stocks to show the fluctuations during the last year:

Stock.	Oct. 1, 1899.	Jan. 1, 1900.	Apr. 1, 1900.	July 1, 1900.	Oct. 1, 1900.	Par value.
Liege street railway	125	120	97½	110	130	[1] 1/4000
Preferred	340	325	320	297½	277½	[1] 1/4000
Liege-Seraing steam tram	250	250	260	255	280	250
Brussels Bank	860	855	900	785	775	500
Bank Credit Liegeois	1,000	970	1,030	940	895	500
Congo Railway:						
Ordinary	1,885	2,362½	2,800	2,210	2,247½	500
Preferred	6,675	8,937½	13,750	9,250	10,000	....
Brussels street railway	336	271½	355	315	219	300
John Cockerill & Co., iron	2,397½	2,377½	2,400	2,140	2,270	500
Espérance-Londoz, iron	566¼	470	560	395	320	[1] 1/30000
Ougrée, iron	1,277½	1,400	1,598½	1,450	1,170	[1] 1/32000
Bois d'Avroy, coal	615	667½	797½	700	719	500
Grand Bacnure, coal	2,862½	3,117½	1,750	1,870	1,280½	[1] 1/7000
Lahaye, coal	980	1,020	1,200	1,055	1,100	[1] 1/14000
Asturian, zinc	5,975	6,270	6,500	5,500	5,700	[1] 1/30000
Vieille-Montague Co., zinc	805	787½	842½	695	710	80
Liege waterworks	1,100	1,055	1,019	1,020	1,040	[1] 1/15000
Liniere St. Leonard, linen	186	175	185	150	152½	500
Metropolitan Railway, Paris	475	447	563	434	562½	250
Micheville, steel works	1,300	1,252	1,320	1,125	1,190	500
Rumelange, iron	1,925	2,007½	2,265	2,555	2,312½	500
Dnieprovienne, zinc	4,850	4,717½	4,900	3,800	3,017½	[2] 250
Russo-Belge, commercial	1,198	1,220	1,200	1,047½	1,040	....

[1] That fraction of the entire plant.

[2] Rubles.

RAILWAY, POST-OFFICE, AND TELEGRAPH DEPARTMENTS.

The receipts of the State railways of the Kingdom of Belgium for the first four months of 1900 were $12,595,902.73, against $11,753,189.13 for the same period last year, a gain of $841,713.60.

The receipts of the post-office department for the same period amounted to $1,701,449.50, against $1,597,096.89, a gain of $104,350.61.

The receipts of the telegraph and telephone lines, all of which are controlled by the Government, amounted to $642,042.22, against $603,512.93, a gain of $38,529.29.

CONDITIONS IN 1900.

The business and industrial conditions were good at the beginning of 1900, but shortly afterwards, clouds began to gather, and matters have continued to grow worse ever since. Prices in general are firm, but the demand for nearly all articles is so light that most of the shops and factories are working on half time. The principal reason given for this is the exceedingly high price of coal, which makes it unprofitable to do much in the iron industry even at the present prices. All Europe is looking to the United States for cheaper coal. There is a wide open market in the coal fields even, as soon as the manufacturers here are assured that the coal operators of the United States are in position to deliver sufficient quantities at reasonable prices. Many of the manufacturers here stand in awe of the coal trust or combine of the Liege basin and of all Europe in general, and fear that if they use imported coal they will be entirely cut off from the home product, and, in case of the failure of the imported stock, would be practically ruined.

It is the general impression that the year 1901 has nothing better to offer in the way of business. All wonder at the prosperity of the United States and its immense increase of exports.

During the first nine months of 1900, the imports of Belgium were $316,042,600, being a decrease of $4,560,400 over the same months of 1899; and the exports were $259,294,800, being a decrease of $10,381,800 over the same months of 1899.

Following are the four countries that stand first in the import and export trade of Belgium, together with the amount of commerce for the first nine months of the years 1900 and 1899:

Country.	Importations.		Exportations.	
	1900.	1899.	1900.	1899.
Germany	$37,262,400	$32,166,800	$32,444,600	$62,809,400
England	34,283,300	31,996,800	47,995,400	49,368,600
France	48,218,000	46,074,000	58,194,200	50,383,800
Holland	26,279,000	22,615,800	29,829,400	31,029,400

ALFRED A. WINSLOW, *Consul.*

LIEGE, *October 23, 1900.*

BULGARIA.

According to Bulgarian official returns, published in the German press, the commerce of Bulgaria, which in consequence of poor crops made a poor showing for 1899, has decreased still further in 1900.

This is due entirely to lessened imports, indicating that the purchasing ability of the country is impaired on account of repeated crop failures.

The total commerce was 100,200,000 francs ($19,386,000) in 1900, against 113,700,000 francs ($21,944,000) in 1889 and 139,300,000 francs ($26,585,000) in 1898.

The trade in recent years was divided as follows:

Years.	Imports.		Exports.	
	Francs.		*Francs.*	
1900	46,900,000	$9,052,000	53,300,000	$10,287,000
1899	60,200,000	11,619,000	53,500,000	10,325,000
1898	72,700,000	14,031,000	66,500,000	12,834,000

The imports of 1900 are the smallest since 1886; the same is true of the exports. The value of the exports in 1896 was 108,700,000 francs ($20,979,000).

RICHARD GUENTHER,
Consul-General.

FRANKFORT, GERMANY, *February 26, 1901.*

DENMARK.

The year 1899 was, as a business year, full of excitement, with varied phases of feverish activity and stagnation, rise and fall of prices, want of capital, and high rates for money. The ruling features were lack of rain and want of money.

The prolonged drought and the great strike and lockout, which lasted four months, gave the impression of stagnation in midsummer. But while the grass was burned off the fields and the large building companies were idle, with thousands of laborers out of employment, there was activity in other lines of business, and as a whole, the year showed a good deal of life in commercial transactions and in shipping.

The lack of rain brought about high prices for fodder and butter. This gave activity to the importation of American corn and oil cake. As regards butter, there was a scarcity of production, not only in Denmark, but all over northern Europe; hence prices ruled high.

The South African war gave activity to Danish shipping; the English ships which went to the Cape left their ordinary carrying trade to the Danish merchantmen. On the other hand, the war increased the rate of discount, and in that respect operated to check trade.

Crop prospects improved in the autumn, so that, in spite of the dryness of the midseason, there was plenty of grain, and the high prices for butter and barley compensated for the want of fodder and the low price of pork.

In 1899, Denmark imported 400,000,000 kroner ($167,000,000) worth of foreign goods, and exported 270,000,000 kroner ($72,000,000) worth, showing a balance against her of 130,000,000 kroner (about $34,000,000).

The balance of trade of the previous year was much the same, but in 1897, there was an unfavorable balance of only 82,000,000 kroner (about $21,000,000). The higher figure of total exports for that year was due to the delivery of the imperial Russian yacht *Standart*, built to the order of the late Czar, the payment for which was made in that year.

How did the Danes settle this large unfavorable balance of trade? Partly by sums received for the services of Danish ships in the carrying trade of foreign countries, partly by the income of Danish capital invested abroad, and partly no doubt by the sale to other countries of Danish bonds.

In 1899, on account of the higher prices of coal, metals, and Indian corn, Denmark spent about 30,000,000 kroner ($8,000,000) more on these imports than in the previous year. As an offset to this, it gained 10,000,000 kroner (about $2,700,000), by reason of higher prices for butter, although the quantity exported was practically the same; again, it sold more pork, eggs, and horses, and thereby gained 11,500,000 kroner ($3,666,000). Denmark exported farm products to the value of 241,000,000 kroner ($64,400,000), against 213,000,000 kroner ($56,800,000) in 1898, an increase over the previous year of 29,250,000 kroner ($7,800,000).

Thus it appears that the 30,000,000 kroner which Denmark spent in 1899 on account of the higher prices of imports of coal, metals, and Indian corn over these of 1898 was compensated to her by the better prices and increased quantity of exports of farm products.

IMPORT OF AMERICAN CORN INTO DENMARK.

The import consisted of indian corn shipped from Baltimore, Philadelphia, New Orleans, and Galveston, 45 per cent of which went to Copenhagen and 55 per cent to the provinces, such as Aarhus, Nyborg, Aalborg, Svendborg, Frederikshaven, Kolding, Vejle, Korsör, and Nykjöbing Falster. Formerly, all the corn was shipped direct to Copenhagen and then transshipped to the provinces in sailing vessels, but now, owing to the increased trade, it has paid the two regular Danish lines better to avoid corn and take general cargo; hence, when a merchant in the provinces wanted them he got the cargoes direct at his own town, and thereby saved the cost of transshipment and extra labor.

The prices at the beginning of the year on the Copenhagen Stock Exchange were 4.35 kroner, but fell in January to 4.10 kroner, and in February, to 3.90 kroner. At the end of June, they went down as far as 3.65 kroner for large quantities, but toward the end of the year, when the stores were greatly reduced, the prices were 3.95 kroner, all per Danish hundredweight, equal to 112 pounds.

Imports and exports of American Indian corn, 1891–1899.

[In million pounds.]

Year.	Imports.	Exports.
1891	81.7	11.9
1892	304.6	32.1
1893	168.9	17.8
1894	121.1	16.2
1895	147.4	6.2
1896	704.8	11.9
1897	1,006.08	111.89
1898	934.57	120.98
1899	1,028.75	106.38

IMPORT OF WHEAT AND RYE FLOUR INTO DENMARK.

The import of flour in 1899 over the import in 1898 was as follows: Wheat flour, about 15,300,000 pounds; rye flour, about 5,300,000 pounds; or all told, more than 100,000 bags of two hundredweight each. As in former years, the largest quantities came from the United States. The increased import from Germany and Great Britain is mainly due to transshipment of American flour in German and English ships. The following tables show the trade in wheat and rye flour in Denmark:

Import of wheat and rye flour, 1895–1899.

From—	1895.	1896.	1897.	1898.	1899.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
Norway:					
Wheat flour	600	634	54,319	127,549	95,478
Rye flour		100	31,200	80,940	
Sweden:					
Wheat flour	624,888	853,202	3,430,170	3,431,333	2,701,381
Rye flour	27,080	33,200	92,258	379,100	2,148,843
Russia:					
Wheat flour	350,750	612,615	532,180		
Rye flour	368,500	740,000	1,779,000	893,114	37,200
Germany:					
Wheat flour	20,083,606	14,899,232	14,203,882	15,873,425	20,966,664
Rye flour	24,354,788	22,421,315	24,531,873	20,399,139	25,069,631
England:					
Wheat flour	3,767,524	1,889,349	522,552	882,675	3,772,596
Rye flour	55,200		19,800	88,734	72,750
United States:					
Wheat flour	3,777,153	7,908,275	5,384,314	13,577,611	19,451,705
Rye flour					
France:					
Wheat flour	599,482	1,436,316	500,928	87,142	59,210
Rye flour					
Sundry:					
Wheat flour	172,190	971,065	104,225	185,880	443,630
Rye flour		20,000		20,000	445,000
Total import:					
Wheat flour	29,376,193	28,570,688	24,732,570	34,649,366	47,440,664
Rye flour	24,805,568	23,214,615	26,454,131	21,861,027	27,773,424
Less transit:					
Wheat flour	919,891	2,102,369	3,419,353	6,171,139	3,726,281
Rye flour	712,121	1,045,024	1,377,700	1,677,562	2,280,600
Import for use in inland:					
Wheat flour	28,456,302	26,468,319	21,313,217	28,478,227	43,763,983
Rye flour	24,093,447	22,169,591	25,076,431	20,183,465	25,492,824

Export of wheat and rye flour from Denmark, 1895–1899.

To—	1895.	1896.	1897.	1898.	1899.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
Norway:					
Wheat flour	1,560,743	1,844,581	4,550,945	4,442,269	1,557,126
Rye flour	35,900	208,400	1,193,495	1,120,178	1,995,430
Sweden:					
Wheat flour	4,106,100	4,750,178	2,150,987	3,049,526	1,849,848
Rye flour	216,455	197,080	385,652	62,450	55,080
Russia:					
Wheat flour	751,517	658,416	191,690	2,705,315	1,567,712
Rye flour	16,603	900	896	90,580	80,000
England:					
Wheat flour	278,192	478,725	3,067,550	1,985,640	1,269,990
Rye flour	186,215	294,012	174,722	344,838	277,760
France:					
Wheat flour	....	....	....	4,860	....
Rye flour	....	....	....	....	50
East Asia:					
Wheat flour	....	....	....	750	....
Rye flour	....	....	....	....	....
Sundry:					
Wheat flour	198	196	1,682	....	1,080
Rye flour	....	6,202	900	....	....
Germany:					
Wheat flour	237,224	76,976	255,289	125,156	178,459
Rye flour	7,425	8,007	7,568	1,808	8,236
Total:					
Wheat flour	6,933,974	7,809,072	10,218,143	12,263,516	6,424,215
Rye flour	462,598	709,601	1,762,733	1,619,854	2,366,556
Faroe, Iceland, and Greenland:					
Wheat flour	1,642,794	2,089,473	1,881,346	1,338,805	2,180,841
Rye flour	4,134,922	5,354,841	5,056,346	5,201,851	4,893,200
Total export:					
Wheat flour	8,576,768	9,898,545	12,099,489	13,602,321	8,605,056
Rye flour	4,597,520	6,064,442	6,819,079	6,821,705	7,259,759
Less transit:					
Wheat flour	919,891	2,102,369	3,419,353	6,171,139	3,726,681
Rye flour	712,121	1,045,024	1,377,300	1,677,562	2,280,600
Export of home grown—					
Wheat flour	7,656,877	7,796,176	8,680,136	7,431,182	4,878,375
Rye flour	3,885,399	5,019,418	5,441,879	5,144,143	4,979,156

J. C. FREEMAN, *Consul.*

COPENHAGEN, *November 24, 1900.*

FRANCE.

REPORT FROM CONSULATE-GENERAL AT PARIS.

The general amount of merchandise passing between France and its colonies and other countries in the year 1899, imports and exports of all kinds combined, is estimated at 11,381,000,000 francs ($2,196,533,000), being an increase of 1,125,000,000 francs ($217,125,000) over the year 1898, and of 1,752,000,000 francs ($333,736,000) over the five years' average prior to 1899.

The imports amount to 5,848,000,000 francs ($1,128,664,000), being 265,000,000 francs ($51,145,000) over the year 1898, and of 776,000,000 francs ($149,768,000) over the average five years preceding.

The exports amount to 5,533,000,000 francs ($1,067,869,000), being an increase of 860,000,000 francs ($165,980,000) over the year 1898, and of 976,000,000 francs ($188,368,000) over the five years' average preceding.

SPECIAL COMMERCE.

By this is meant imports into France intended for home consumption, and exports of French products, not including goods in transit to or from other countries.

Imports and exports combined in 1899 were valued at 8,671,000,000 francs ($1,673,503,000); in 1898, they were 7,983,000,000 francs ($1,540,719,000). This shows a gain for 1899 of 688,000,000 francs ($132,784,000).

The "special" imports amounted to 4,518,000,000 francs ($871,974,000), being an increase over the year 1898 of 46,000,000 francs ($8,878,000).

The exports amounted to 4,153,000,000 francs ($801,529,000), being an increase of 642,000,000 francs ($123,906,000) over the year 1898.

The following table shows the principal articles of trade between France and the United States in 1899:

General imports.

Cotton in wool	$27,386,712	Cereals	$5,064,715
Brass (pure)	8,474,175	Tobacco	3,578,729
Oil (petroleum)	6,871,177	Grease (animal)	3,564,517
Machines	5,764,205	Wood (common)	2,775,113
Cotton oil	5,245,145	Canned meats	2,185,297

General exports.

Dress goods	$10,242,038	Buttons and fancy goods	$2,075,654
Skins and hatters' goods	5,659,491	Feathers and millinery	1,880,674
Dress goods and cotton ribbon	3,507,718	Gloves	1,795,103
Dress goods and trimmings	2,771,147	Rubber and gutta-percha	1,379,535
Wines	2,082,969	Cream of tartar	1,316,978

SPECIAL IMPORTS.

Articles.	Value in 1899.		Difference from 1898.
	Francs.	United States currency.	
Food products	951,000,000	$183,543,000	−$107,115,000
Materials for industry	2,839,000,000	547,927,000	+94,763,000
Manufactured articles	728,000,000	140,504,000	+21,230,000

SPECIAL EXPORTS.

Articles.	Value in 1899.		Difference from 1898.
	Francs.	United States currency.	
Food products	676,000,000	$130,468,000	+$2,509,000
Materials for industry	1,210,000,000	233,530,000	+53,654,000
Manufactured articles	2,267,000,000	437,531,000	+67,743,000

TRANSPORTATION OF GOODS.

During the year 1899, of the 38,972,085 tons transported, 23,253,823 tons, or 60 per cent, were by sea, and 15,718,262 tons, or 40 per cent, were by rail. I am informed that freight rates have not changed materially during the year.

SHIPPING.

Carried by—	Quantity	Per cent.
	Tons.	
French ships	7,769,512	33
Ships of foreign origin or destination	10,167,438	44
Other ships	5,316,873	23
Total for foreign ships	15,484,311	67

EXCHANGE.

The rate of exchange has varied little during the past year, the highest being $1 (5.19 francs) on March 24; the lowest being $1 (5.15 francs) on August 4, the average being 5.16 francs.

COPYRIGHT AND PATENT LAWS.

There has been no change in either, excepting the special law which was passed December 30, 1899, in view of the exposition held in Paris during the present year (1900), which reads as follows:

> ART. 3. Any person who shall have exhibited at the Universal Exhibition of 1900 any article similar to the one which is guaranteed by his letters patent shall be considered, should the necessity arise therefor, as having worked his discovery or invention in France for the whole duration of the exhibition.
>
> The delay provided by the laws on industrial property, at the expiration of which forfeiture shall be incurred for nonworking, shall again begin to run either from the date of official closing of the exhibition or from the date of an order which, prior to such closing, may be given by the competent authorities to the interested parties to withdraw said article.

AMERICAN COAL.

The question of the possibility of American coal competing with that of European production is of great importance, especially to those European countries which consume more coal than they can produce at home. Where heat to generate steam is concerned, the demand is for coal with the highest average combustion and the least amount of ash or clinker. It has been said that the most favorable analysis of American steam-generating coal has not been fairly presented in France, and in view of this, American exporters of coal should lose no time in sending competent representatives prepared to make practical demonstrations of the advantages claimed. Trials should be made before officers of railway companies, manufacturers, etc., to show the amount of coal consumed, the cost, the steam produced, and percentage of clinker or ash.

The duty on American coal coming direct from the United States to a port of France is insignificant, being 12 centimes (2.31 cents) per 100 kilograms (220 pounds), gross, for coal or coke. For screening, 12 centimes (2.31 cents) per 1,000 kilograms (1 ton) are charged.

The main difficulty is the transportation. The railway rates would naturally be the same for all shippers, but the American export is hampered by the lack of a merchant marine. This should be remedied, not only by building United States merchant ships, but by subsidizing those in existence. Freight rates could then be governed by American owners and not be subject to the dictates of foreign shippers.

JOHN K. GOWDY,
Consul-General.

PARIS, *November 30, 1900.*

BORDEAUX.

On the 10th of May, 1900, the consulate of the United States of America at Bordeaux completed its hundredth year of uninterrupted operation. This is remarkable from the following facts:

1. That the United States was the first nation to maintain a consulate on the soil of another nation for one hundred years without a single interruption.
2. That no other consulate of the United States has been in continuous existence for an equal period.
3. That no European nation has ever maintained on the soil of any other nation a consulate which can boast of a century of continuous operation.

In a few years, if peace continues to prevail, many consulates will have attained this distinction. In 1902, three other American consulates in France will celebrate an uninterrupted centenary; also two French consulates in the United States. The Napoleonic wars broke up all consular relations between the States of Europe. The records of this office show that at one time the "consul of the United States of America" was the only representative of a foreign nation at Bordeaux, which was then the most noted seaport of continental Europe. Our war of 1812 with Great Britain made an interim in all her consulates in the United States, and in all of ours in England and her colonies. In this manner, throughout the world, changes of national scope and character and the contingencies of international relations have at one time or another closed the doors of every consulate established by any other power, and have left to the American consulate in Bordeaux the unique honor of being the first in all the world's history to celebrate the anniversary of a century of continuous operation.

COMMERCIAL HISTORY.

The history of Bordeaux has been a singular one. In the continent of Europe—perhaps in all the world—there has not been a city of equal importance which has so peaceful a record. While wars have raged at her very gateways, her streets have rarely been stained with blood, and she can hardly be said to have known a siege during the period of reliable history. To-day, her only defensive works are at the mouth of the river, 70 miles away. In none of her streets or parks is there a soldier's monument or anything to suggest the glory of the military heroes of French history, save the names of a few of her streets. Among these it is interesting to note the names of Lafayette, Franklin, and La Victoire Americaine (commemorative of the surrender of the British at Yorktown), while one of the landing places on her quay still bears the name of the first consul at this port—Fenwick. When one considers the facility with which street names are changed in France, the perpetuity of these mementos of the epoch when the relations of the city to the commerce and welfare of the United States were most intense is not only peculiar but instructive and gratifying.

The century has not been overkind to the peaceful city on the banks of the Garonne. Though one of the richest communities of the world, it is, relatively, of much less importance than when Joseph Fenwick first hung out his flag and donned his continentals to make a ceremonial visit to each American craft as it stole up the turgid river with the incoming tide, fired its one gun of greeting, and broke out its signal for the port authorities to come on board. The winds and tides have remained the same, but the steamship and the railway have been ruthless enemies of the city of wines. The great passenger lines come not to her wharves. It matters not how convenient and well equipped her quays may be, the great liners rush past to Liverpool, to Havre, to Hamburg, heedless of her peaceful beauty and the charms of her peculiar traffic. Those who have controlled her commerce and development have been blind to the changes this wonder-working age has wrought. Confident in the exclusive character of her wares, she has been heedless of the new law of commerce that the producer must seek the consumer; that the buyer no longer crowds the world marts in search of that which he desires, but sits at home and waits the coming of competitive producers to make choice of the wares they urge upon him. Because of this, her rivals have outsped her in the race of progress. Her inland site, which saved her from the Northmen's ravages, and the lack of aggressiveness on the part of her merchants, have caused her to lose in relative importance as compared with her more enterprising rivals.

During the early part of the century, Bordeaux continued to be the chief port of entry for both trade and travel from the United States. In effect, this city was the commercial metropolis of the South Atlantic coast of Europe. While the winds and waves ruled the seas and time was of little moment to merchants or travelers, it mattered not that she was situated 70 miles from the sea with a tortuous and difficult river channel between the bar at the mouth of the Gironde and her commodious quays. A depth of 27 feet at high tide and 14 at ebb was quite enough for the white-winged fleet that swarmed across the Atlantic, steering due east on the parallel of New York for the dangerous shoals of Cordouan.

But there came a time when steam bade defiance to tides and currents and the little sloops and schooners gave way to leviathans in whose holds a thousand of their cargoes might be stored, and whose cabins thronged with travelers to whom days were as years to those of the preceding century. The merchants of Bordeaux were not so farseeing as the great Napoleon had been. To them, the American Republic was but an incident. They had no idea it would ever have a population equal to that of both France and Great Britain, or that ships plying between its crowded ports and Europe would rush past the mouth of the Gironde because they could not wait for tides nor lose three or four days in making the journey to and from her wharves.

To-day, she is more than 200 miles from the track of the ocean greyhounds who speed past her doors to Liverpool, to Southampton, to Havre, to Hamburg, carrying a million passengers to the United States each year, while not a hundred take ship at her docks for that newer world beyond the seas. To-day where travel goes trade follows, and a day's delay in time makes all the difference between prosperity and decadence. Now, more than half the trade between Bordeaux and the United States passes through English ports. It can not be said that her trade is decreasing, but compared with her English and German rivals, it is at a standstill. A hundred years ago, thousands of Americans landed here on their way to Paris, to Rome, to Switzerland, and the Pyrenees. Only a few score of Americans are now registered each year at her hotels or visit her great cellars.

The only way for them to reach Bordeaux at the end of the century is by way of Liverpool or Southampton, by Havre, or Hamburg, or Paris.

If Bordeaux were an English or a German city, before the twentieth century should be five years old it would have a ship canal deep enough for the largest crafts running from her wharves to the Bay of Arcachon, only 30 miles away, and put the surplus waters of the Garonne at work scouring out the present channel and making the best harbor on the west coast of Europe. Every condition is favorable. It would cost hardly half as much as the Manchester Canal, and with some improvement of the eastern connections, would reestablish Bordeaux as the leading port of entry and debarkation for traffic and passengers from the United States and all the western world, for southern and central France, Switzerland, Austria, and Italy. It would render the tides of the Gironde and the freshets of the Garonne innocuous. The traveler would reach Paris twenty-four hours sooner than by any English or German port. Especially in winter, it would be the favorite route to Rome and the eastern Mediterranean ports. But the habit of centuries is strong upon the Bordelais. Instead of being eager for opportunity, they are inclined to regard their competitors in the old world as well as the new as enemies rather than friendly rivals. Instead of overcoming obstacles and making their fair city and benignant climate the resort of traffic and travel—the Hamburg of southern Europe—it is far more probable that they will wait until the opportunity is past, and allow some more enterprising rival to gather the profit and advantages that they might so easily secure for themselves. During the past year, they have seen the offices of the Pacific Navigation Company, one of the chief marine companies of France, removed to La Rochelle, because they could not afford the expense and delay occasioned by having their ships come to Bordeaux. It made a loss of three to five days on each trip, and five days' time may mean to the owners of a steamship the difference between profit and loss.

THE PAST YEAR.

Commercially, the closing year of the century has not been especially noteworthy in the city. Like one smitten with disease who counts his pulse beats, her merchants rejoice that her export trade in 1899 had a value of 322,361,000 francs ($62,215,673), being only 13,000,000 francs ($2,509,000) less than in 1898; only 22,000,000 ($4,246,000) less than in 1895, and only 82,000,000 francs ($15,826,000) less than 1890; that its imports are 38,000,000 ($7,334,000) less than in 1885, 10,000,000 francs ($1,930,000) more than 1890, and 29,000,000 ($5,597,000) less than 1896. Of wine, the exportation in 1863 was 635,215 hectoliters (16,769,676 gallons); in 1890, 967,000 hectoliters (25,528,800 gallons), from which point it fell to 635,635 hectoliters (16,780,764 gallons), showing a net gain of only 420 hectoliters (11,088 gallons) over the exportation of forty-seven years ago. The question is whether the future commerce of the city will remain stationary, a steady decline intervene, or a struggle to regain more than she has lost ensue. Unless she provides a means by which steamships of the heaviest draft can reach her wharves, there can be little doubt as to the answers to be given these questions. With a ship canal to Arcachon, she would be twelve hours nearer New York than any other European port. England is contemplating a tunnel under the sea to Ireland and a ship canal to Southampton, but Bordeaux has manifested little interest in improving her maritime situation. Despite her remarkable commercial history, there is every reason for apprehension that she will let the opportunity slip by until the competition of her English and German rivals shall have become too strong to enable her to regain her relative importance. Already, more than three-fourths of the invoices verified at this consulate show that the goods covered by them go by some English port. So far as travel and exports to the United States are concerned, a less proportion has gone direct than in any previous year, and, except the importation of petroleum in "tankers," there is no visible token that trade will not further decline.

TABLE.

I append hereto a table which gives a view of the imports from the United States entered at this port from January 1, 1900, to June 30, 1900, as compared with the same period of 1899. A glance at this table will show a most remarkable increase in the gross importation from the United States during the first six months of 1900 over the same period of 1899.

The aggregate imports during this period in 1899 were 82,455,638 pounds, or 41,224 tons, being at the rate of 83,000 tons for the year. From January to July, 1900, the aggregate importation amounted to 8,457,499,315 pounds, being a gain over the same period last year of 8,375,044,677 pounds, or 4,187,522 tons, an increase of more than 1,100 per cent in twelve months. It is doubtful if any port can show a greater increase in the importation of American products. The most important items of the increase will be considered separately.

It is well to remember that an American consul has no means of ascertaining the quantity of American products imported into his district except through the courtesy of foreign customs officials, and this does not include the names or addresses of the importers. This fact is little understood by American producers. I suppose I have received during the past year at least 500 letters asking, in effect, this question: "Will you kindly give me the address of the chief importers of American goods (or a particular line of goods) in your district?"

When one reflects that the American consul has no official means of knowing who such importers are, that the Bordelais merchants do little advertising, that there are few signs on the streets and many of these too small to attract notice, it will be seen how impossible it is to answer such questions. Perhaps the largest wine dealers in the city have no sign upon their doors except a brass plate hardly bigger than the palm of the hand. It is easy to give information as to exporters of foreign products to the United States, since that is a part of the consular records; but to give any reliable information as to the importers is an impossibility, until legislation is enacted in the United States that will provide such knowledge and make the same accessible to our consuls.

AGRICULTURAL IMPLEMENTS.

There has been an increase in the importation of agricultural implements from the United States, as compared with the first six months of 1899, of 649,000 pounds. As no other classification is made by the French Government officials, it is impossible to state either the kind or make of such implements. I beg leave to renew my recommendation of last year, that all ships sailing from American ports be required to furnish a copy of their manifest of goods landed at any foreign port to the consul of the United States nearest to said port. Under Spanish law, the practice prevailed in Cuba, Porto Rico, and the Philippines.

APPLES.

An experiment in the importation of green apples has been made at this port by some one. I do not know who nor with what success. The present season was an unfavorable one for such trade. The fruit crop in southwest France has been most remarkable in quantity and quality. When one notes the condition of the apple and pear trees through this consular district, one is not surprised at the fact that in ordinary years, the fruit is wormy to a degree that one accustomed to American fruit can hardly realize. This year, however, the fruit is almost entirely free from taint, is of fine appearance, and especially good flavor. In comparison with Americans, my observation has been that the French use very little fruit except in the form of preserves or very highly spiced and sweetened preparations. It is not probable, therefore, that the importation of raw fruits from the United States will, for the present at least, assume any considerable dimensions.

DRIED APPLES.

The increased importation of dried apples from the United States, amounting to an excess of 1,130,000 pounds in the first six months of 1900 over a like period in 1899, is the most remarkable fact in the commercial relations between this port and the United States. The whole importation during that time was 2,989,115 pounds, practically 3,000,000 pounds, or 6,000,000 pounds at the same rate for the whole year. In 1895, the importation of dried apples at this port was a little over 400,000 pounds. From this it rose, almost doubling itself each year, to more than 300,000,000 pounds in 1899. In the first six months of 1900, the importation of dried apples from the United States practically doubled the amount for the same period last year. It is not probable, however, that this amount will be reached, on account of the really large yield of grapes, but it is certain that the importation of dried apples at this port will show an increase of more than 1,100 per cent in the past six years. Practically all these dried apples are of the lowest grade—No. 3, sliced. For years the question as to the use of these dried apples was a difficult one to answer. Investigation proved two things:

(1) That only an insignificant part—less than 2 per cent of these imports—was used for domestic consumption as cooked fruit.

(2) That practically none was used for the manufacture of jellies, or other canned or bottled goods.

COTTON-SEED OIL.

The importation of this oil was 672,000 pounds less than during the same period of 1899. There was also a considerable reduction in the amount of olive oil exported to the United States during the same period.

FEATHERS.

The increase in the importation of feathers from less than 3,000 pounds in the first six months of 1899, to 40,000 pounds in the first half of 1900, shows the result of closely working a market by competent and enterprising agents.

FISH ROE.

The surprising gain in the importation of fish roe, of nearly 500,000 pounds over a like period in 1899, is due to the persistent enterprise of our Pacific coast canneries.

LOCOMOTIVES.

The necessity of very largely increasing the number of heavy engines on the railways belonging to the state compelled the purchase of a considerable number of American locomotives. The fastest time made by any railway in the world, it is said, is on the state railway between this city and Bayonne, where a run of 123 miles is made every day in 128 minutes. It is quite to the credit of our American mechanics that the honor of making this run is generally, perhaps always, accorded to "Baldwin locomotives."

PETROLEUM.

The increase of 650,000,000 pounds in the importation of petroleum and its products over the first six months of 1899 shows how firm a hold the American oils have on the French market.

COAL.

The importation of coal from the United States to this port shows an increase of 316,000,000 pounds, or 160,000 tons.

Two things seem to militate against the permanent success of American coal in competition with English:

(1) Its friable character makes it difficult to use in existing grates. There is no doubt as to its steam-producing capacity. Some of it is even superior to the best English product.

(2) An examination of the table will show there is little heavy, coarse freight going from Europe to the United States. Most of the freight from continental ports is of a character which may be carried by passenger steamships. The ships bringing American coal will, in most cases—probably 95 out of 100—have to return in ballast. In other words, American coal is handicapped in supplying European markets by the fact that it will have to pay the cost of two voyages across the Atlantic instead of one. This is a very serious drawback and there seems no apparent means of avoiding it.

At the present time, the retail price of Welsh anthracite in this city is 70 francs, or $14, a ton, delivered to the consumer.

CORN PRODUCTS (MAIZE).

It will be seen by reference to the table that there was an increased importation of corn at this port, amounting to 20,000,000 pounds during the first six months of this year. This is likely to increase, as there is a deficit of about 30,000,000 bushels in the French wheat crop of 1900, including a supposed surplus on hand from the crop of 1899.

I am unable to give any reliable information as to the form of this importation or the use to which it is applied. But little corn seems to be used for food, as even the prepared sorts, such as "hominy" and "pearl grits" are difficult to obtain. I suppose it must be used for feeding stock or ground with wheat as flour, but am unable to trace any sale in that direction sufficient to account for the increased importation.

I am of the opinion that the sale of the prepared forms of American corn (maize) and corn products, such as "hominy," "pearl grits," etc., would be greatly increased by putting them up in smaller packages—1-pound or even half-pound packages. The French housekeeper is accustomed to buy everything in small quantities—enough for a single day; never for two. It seems a bad policy to us to do so, but it is the custom of the country, and the exporter who seeks a foreign market must consider compliance with its established customs an essential part of his business. I am confident that 100 1-pound packages of such products as are put up by the Baltimore Pearl Hominy Mills could be sold quicker and for twice as much as 20 5-pound packages in any market in this region.

STAVES.

There has been a slight increase (of 1,222 tons) of stave bolts imported from the United States in the first half of 1900. This is hardly worth considering, in comparison with an increase of 35,000,000 tons of "douves" imported from Austria during the same period.

This is due to several facts:

(1) The Austrian dealer offers "douves" (double stave bolts) in the form and character required by this market. The American exporter refuses to do this. The result is that he either fails to make sales or has to sell at a rate entirely unremunerative. It is a case of producer refusing to produce what is wanted and consequently failing to secure a market. This is a great market for tight cooperage product—probably the greatest in the world. The unexpected size of the vintage of 1900 made it exceptionally easy to have gained control of this market, but our American producers and exporters must learn two things before they regain a trade we held exclusively for nearly one hundred years:

First, they must furnish the quality of staves required, in quantities sufficient to supply the market and at a price to undersell the Austrian product.

Second, they must not think they can do a retail trade with coopers here. That is practicable in the United States, but it is not possible in this market. Exports of staves must be made by the cargo; prices must be cut so fine, and style and quality be so perfect as to undersell and underbid in perfection the Austrian competition. If this is not done, the Austrians will manufacture American douves, and use them to supply their own deficiency of the article by selling them here as "Austrian."

Probably fifty American agents have been here in the last six months, generally trying to "work the town" in true American fashion, between sunrise and dark. The result shows that hardly one of them got trade enough to pay the expenses of his trip. "Lightning operators" are not valuable as agents in this market. A commercial traveler who "earns his salt" for an American producer of any sort in this city must take time enough to learn existing conditions and rely not merely on commercial reports, but on his own observation and experience. It is impossible to conduct business as one would in the United States, and the agent who can not change his tactics will prove of little value to his employer.

LUMBER.

The increase in the importation of lumber, put in the table as "wood," amounted to the remarkable figure of 7,360,469,145 pounds. Almost everything is entered in the French statistics by weight. I have no idea of lumber by weight, and can only make this amount intelligible by reducing the same to tons and giving such information as to the character as the customs reports furnish. The importations are classified so as to exclude "oak," "walnut," "railway sleepers," and many other kinds of lumber used for construction purposes. The only kind imported from the United States is what is termed "common lumber," squared into forms 80 millimeters (3⅛ inches) in thickness. Of this class, 2,377,317,800 pounds, or 1,080,599 tons, was imported. Of boards, 30 to 80 millimeters thick (1⅛ to 3⅛ inches), 3,657,436,200 pounds, or 1,662,472 tons, were imported in six months; and of boards 1⅛ inches thick or less, 1,340,631,000 pounds, or 659,378 tons, entered the harbor in the first six months of this year.

The entire importation of undressed lumber rises, therefore, to 7,428,542,099 pounds, or 3,402,448 tons, for the half year. This lumber comes mainly by sailing ships from the South Atlantic ports, the greater part of it merely squared or quartered. There is every prospect that this trade will increase. It may be doubted if any other port shows so great a gain.

TOBACCO.

American producers and manufacturers must not be misled by the gain of 8,000,000 pounds of leaf tobacco landed here over the amount admitted last year, into a belief that here is a good opportunity for enterprise. As a matter of fact, there is no market at all for tobacco in Bordeaux. Tobacco is bought and sold in France only by the French Government. Her agents buy in the United States, in all the great markets, such supplies as they are ordered to procure, and this is imported, always unmanufactured, and distributed to the Government warehouses, where it is put in the form required to meet French taste. Nobody is allowed to sell or have for sale tobacco in any form, except the Government agents. Now and then, persons are permitted to import small quantities for their own use—never for sale. Even for personal use, it is a costly luxury, the duty alone being about 34 francs or $6.50 per kilo, or $3.20 per pound. This duty is not unreasonable when we consider how large an item this monopoly is in the national revenue.

EXPORTS TO THE UNITED STATES FROM BORDEAUX.

The exports from this port to the United States during the first half of the year 1900 amounted to 39,042,308 pounds, as against 8,457,499,315 pounds of imports. In other words, the imports from the United States weighed more than 216 times as much as the exports to the United States during the same period.

This fact does not necessarily imply that such ratio subsists between the values of the same. As before stated, the American consul, in France at least, has no means of ascertaining the value of imports made through his port from the United States. Our statistics give the value of exports to particular countries, but not to the ports at which they enter or the consular districts to which they are consigned. French statistics being based on weight rather than value, comparison between weight and value of imports and exports becomes very difficult or practically impossible to one who does not know the actual value per pound of each article. I know, for instance, fairly well the price of petroleum by the gallon or barrel, but how much it is worth by the ton or kilogram I could only learn by a process too intricate to be applied to all the articles on the list.

It is evident, however, that the value of the exports, pound for pound, must be much greater than that of the imports. Wine, brandy, argols, and dainties are much more valuable than equal weights of lumber, corn, dried apples, and petroleum. This fact illustrates what I have been endeavoring to impress on our coal exporters, to wit: That in sending coal to Europe, they must not base their estimates of profit upon the cost of freight *one way*. Almost all the freight from Europe goes by the fast ocean liners, which have capacity for much more than they get. The French cargo steamers are enabled to make a profit simply through the advantage in bringing American freight which the surtax gives. The American exporter who ships anything to France in English, German, or American steamship lines, simply exercises the divine right to pay $6 a ton more than he would if sending goods by a French line or an American line coming direct. Of the entire number of cargo ships necessary to bring the importation of coal, petroleum, and lumber from the United States, only two secured return cargoes—both of cork, which, because of its bulk, can not profitably be carried on the liners. There is no probability of any change in this condition, and Americans who contemplate shipping coal, steel, lumber, and other heavy products to Europe must count, as part of the expense, the cost of the return trip in ballast. Perhaps once in a hundred times they may get a return cargo, hardly oftener.

WINE.

What cotton is to the Southern States of the American Union, that and even more, is wine to the south and especially southwest France. While there is more diversity of labor than formerly characterized our Southern States, it is still true that wine predominates over all other interests. For a quarter of a century, the struggle with disease and a diminished and deteriorated product has been going on with a curiously varying result. The old vineyards have been almost destroyed by phylloxera, black rot, mildew, and other diseases of the vine, which have taxed the skill and courage and the resources of science to an extent unparalleled in the history of any other agricultural product. By grafting on American stocks and developing new hybrids from American vines, it has been possible to renew the old vineyards with vines which have a much greater resisting power. The vineyards have been renewed until few of the old vines remain, and the new vineyards yield so much more wine than the old ones ever did, as to awaken surprise and perhaps distrust.

As soon as the restoration of the vineyards by the use of American stock became an accomplished fact, the importation of all American vines and of all plants grown on American soil was not only rigidly interdicted, but the privilege of sending American nursery stock, vines, bulbs, and all flower and fruit growths, grafts, and cuttings in bond across French territory was denied. During the past year, a shipment of American tulip bulbs, amounting to $10,000, was refused a landing at this port. It seems a curious thing to do, but it is said that the producers of hybrid stocks based on American varieties desired to exclude the competition of American plants in filling the immense demand made necessary for restocking the old vineyards. It is well for American nurserymen to take note of this fact, that while they are importing millions of French vines and other nursery stocks, not a root, a cutting, or a bulb from their own gardens, either of fruit or flower, can enter French territory.

The vintage of 1900 is reported to be one of unusual quantity and of a rather more than average quality. That of 1899 was of remarkable quality and of about average quantity. As these wines are unfit for use or exportation until after the lapse of three years, and as the exportation of French wines has decreased from 14,000,000 hectoliters in 1879 to less than 2,000,000 hectoliters in 1898, it is a matter of surprise to those who have not followed the history of the traffic to find "a crisis in the wine trade" precipitating itself contemporaneously with the first vintage which has been practically free from the effects of disease in twenty-five years. A vintage of such remarkable quantity reveals the fact that the country already had in stock an unprecedented amount of wine; that much of this was of a more or less fictitious character, and that the wine maker was the natural and fatal enemy of the wine grower. Meetings were held and all sorts of remedies proposed to maintain prices and restore the prosperity of the wine grower and wine seller; but still the market sagged. Prices went lower and lower. Facts which have been steadily denied for a score of years were openly admitted and freely discussed. By the laws of 1885 and 1887, the makers and dealers in wine were not only permitted to add sugar to their wines to increase their alcoholic strength, but were encouraged to do so, by being relieved of the consumption tax on a certain amount used for that purpose. The law only permitted the use of a certain quantity of sugar, but no one could be punished for using any amount he might choose. It is easy to see how these conditions invited to abuse, and the growers of genuine wines have now suddenly awakened to the fact that the immense stock of wines resulting from such practices has put the trade in a very deplorable condition. They are demanding the repeal of the laws encouraging the "sugaring" of wines, and prohibitive duties on foreign wines which have been used for blending with and strengthening the native product. The charge is freely made in the most authoritative trade journals that not only sugar, but glucose has been used to make wine in connection with grape skins and water.

As it is and always will be cheaper to make wine in this manner than by the slow and laborious method of raising vines, it is evident that unless the measures taken to prevent it are far more effective than they have been in the past, the future of wine culture in this region is by no means bright, even with the reconstructed vineyards and the practical elimination of disease.

The rivalry of foreign wines in other markets has been underestimated by Bordeaux dealers, who have counted it impossible for other countries to compete with them in quality. The present crisis should do much to dissipate this theory and show that a specific quality is not a reliable guaranty of continued demand. The action taken by the authorities of the Paris Exposition of 1900, with regard to American wines, will no doubt have the effect to sharpen competition between French and American wines in the United States and many other countries. Indeed, it seems doubtful if the unprecedented yield of 1900 may not prove a more serious blow to French wine interests than its entire failure.

It is claimed by nearly all dealers that the taste for wine of a low alcoholic strength (9 to 11 degrees, which is the normal strength of the Bordeaux wines) has been greatly impaired, especially in other countries, which makes it necessary to do something to meet the taste developed during the past quarter of a century. As to this, I have no opinion. It is evidently a matter of importance to California wine growers to know the condition of wine production in France, which is their chief competitor in the American market.

The struggle for the restoration of the former preeminence of France as a wine producer has been one of the most heroic movements in the economic history of the world. In view of that, the present conditions are most pathetic. It is no longer enough to invite buyers to come and see and taste. The buyer is no longer the active instrument of commerce. The seller must himself take his wares to the consumer or solicit him to buy. In this respect, the merchants of Bordeaux are notably deficient. They risk little in seeking to make or hold foreign markets. More than nine-tenths of the invoices verified at this consulate are "sold to foreign importer" before they leave the dock.

EXPORT TRADE IN WINE.

The vintage of 1900 is probably larger than was ever known in this region. The export trade in French wine has been steadily declining for twenty years and is now about one-seventh what it was in 1879.

The sentiment of wine growers and dealers in regard to this decline has been curiously illogical. They seem to think that the only reason for the decay of the export wine trade of Bordeaux is that other countries, notably the United States, have imposed import duties for the special purpose of obstructing the importation of Bordeaux wines. They do not seem to consider the fact that the import duties of France are much higher than those of the United States, estimated with regard to actual or prospective exportation to France; that there are also octroi duties to be paid, and a surtax which deprives our exporters of competition in freight by adding $6 per ton on articles coming by a ship stopping at any foreign port before arriving here.

A hundred years ago, the Bordeaux wines shared with port and canary the fashion of the wine-drinking public of the United States. This fashion, with variations in favor of one or the other, continued until canary practically disappeared and disease impaired the amount and character of the Bordeaux product. The destruction of our shipping during the civil war no doubt had much to do with the decrease of our importation, which dates from 1863. It is also evident that the light Bordeaux wines do not meet the demand for the higher alcoholic strength consumed in the United States, and as low-grade alcoholic drinks, they have suffered from the competition with beer, which is pushed by every conceivable means. It should be remembered, too, that the temperance sentiment has probably made greater inroads on the wine-drinking element of the United States than any other.

A fair consideration of these things should show French wine producers that the reasons for the decline of American importations are not legislative nor malicious. We naturally protect our own products, but beyond that and a thousand times more potent is the fact that the French wines are too high priced for popular consumption, which also prefers beer and whisky, and that a constantly-increasing proportion of those who are able to buy high-priced drinks are dispensing with all alcoholic beverages.

It is this almost entire exclusion of alcoholic beverages from the American home circle which has caused the decline in demand for the light wines of Bordeaux. The sparkling wines of higher alcoholic strength retain their hold in spite of increased taxation, being better adapted to public consumption. These, however, come in direct competition with our American products, which were excluded from competion at the Paris Exposition on the ground that they were imitations of French products. This contention does not seem altogether well founded, any more than it would be to exclude styles of silk on the ground that they bore French names and were made in France before they were ever heard of in the United States. Yet the viticultural interests of France are to-day demanding that our Government be required to bind itself by treaty to forbid the making of "champagne," "clarets," "sauternes," etc., in the United States, on the ground that American producers have no right to use these French names to designate their products.

Special products should be protected by trade-mark, but the idea that a generic term shall not be used in America because it has been previously used in France is about the worst plan that could be adopted to promote the sale of French wines in the United States.

Nothing could be more harmful to the wine trade of Bordeaux than the declaration of war on American wines and brandies made at the exposition and followed up by prohibitive restrictions on imports. We are not only the largest producers of essentials of life and materials of manufacture, but also the largest consumers of nonessentials. The result of an economic war would be to destroy the American market for foreign luxuries.

VINES AND NURSERY STOCK.

The French Government having by law of July, 1898, prohibited the importation of American vines, grafts, and nursery stock of all kinds into France and forbidden their passage in bond across her territory, our people now seem possessed with a genuine rage to import into the United States all forms of French nursery stock, especially grape vines, of which millions are being exported for use in California and Texas. The same fancy for importing harmful things, that has caused every noxious European weed to become a denizen of our gardens and meadows and has made the English sparrow a nuisance in all our cities, seems now to be anxious to import in large quantities "phylloxera," "black rot," "mildew" and all other diseases which have conspired to destroy the vineyards of France and vitiate their products.

During the past year, a new pest has appeared in the vineyards of this region, the *Eudemis botrana.* It is a flat, snail-like worm, grayish white in color, about three-fourths of an inch in length. It infests the grape and seems to be of insatiable appetite. It is said to be allied to the *Cochylise*, a pest of older date. It destroys every bunch on which it makes a lodgment.

Unlike the "phylloxera," the *Eudemis botrana* does not seem to affect the vine. I have seen acres of vines, just at the vintage, in which the leaves were in fine condition, but almost every bunch of grapes had some thousands of slimy inhabitants. I do not know that they affect the quality of wine, but they would be death to the table grapes of the United States if once well established there. I do not know whether the pest will bear transportation or not, but the extensive exportation of vines from the regions where it was most abundant this year will probably decide.

This pest is said to have appeared only in isolated localities this year. If it should become a general inhabitant of the vineyards of the Medoc and retain its present appetite, I fancy the complaint of too great production will soon disappear. I am not aware in what form this insect passes the winter nor whether it is likely to be conveyed with nursery stock, though it is said that its eggs are deposited on dead leaves and branches, not only of the vines, but of trees and twigs of all other growths. One thing is certain, if it once gets a foothold in the vineyards of western New York, Ohio, and other table-grape growing regions, this great industry will be wholly destroyed. If our nursery stock is to be excluded from France, we ought not to hesitate to protect ourselves from destructive contagion resulting from importation of French plants.

SHEEP AND GOAT SKINS.

Probably, no one would be more surprised than the wine merchants of Bordeaux to know that the declared exports at this consulate from June 30, 1899, to June 30, 1900, of untanned sheep and goat skins without wool exceeded in value by nearly one-fourth the exports of wine during the same period. The value of wines declared during the twelve months previous to June 30, 1900, was $699,674.39; that of untanned sheep and goat skins for the same period was $855,168.06. For the past three years, the traffic in "sheepskins without wool" has been from 15 to 23 per cent greater in value than any other export declared at this port.

Most of these skins come from Mazamet, in the Department of Tarn. They are largely imported from Australia and Argentina, though many of the goatskins come from Spain and Algeria. These skins are imported with the wool on (or the hair in case of goatskins) and are macerated for some months in the alkaline waters of Mazamet, which are said to be of peculiar value in the preparation of the skins for tanning. The wool or hair is stripped off, also the fleshy parts adhering to the skins. They are then clipped and baled and exported to the

United States. The wool is cleansed, packed, and sent to other markets, chiefly English. This has grown to be a large and important industry, which is said to be very profitable. It deserves to be favored by our laws, because there is no doubt that the French treatment of these skins is better than we could give. This course of trade also prevents the entry of diseased skins direct from the countries where the pelts are produced. There is little danger of contagion after the treatment the skins receive at Mazamet.

HIDES.

The shipment of hides of neat cattle to the United States from this port has practically ceased during the past three years, because the quarantine laws requiring disinfection have been rigidly enforced. A few shipments of dry-salted hides have been made, but none of fresh skins. I am of opinion that no one can export green hides of neat cattle from continental Europe to the United States under present regulations, complying strictly with the methods prescribed by the Department of Agriculture, with any profit. The cost of disinfection is too great. Yet it is evident from our statistics of imports that such importation is made. It has not been done, however, from this port. It is possible that the exportation is accomplished by shipment to England and reshipment there as English hides, under the exceptions granted to the products of English abattoirs.

ARGOLS.

The exportation of argols from this port during the past year has been very large, many times greater than ever before. Those declared at this consulate had an invoice value of $219,811.46; but a much larger amount was exported than was declared here, coming from other consulates. Under instructions from the Department, all exporters declaring argols at this consulate were required to certify that their shipments were of French origin, and therefore entitled to the reduced rate granted by the reciprocity agreement in force with that country. Several large shippers at once ceased making declarations here, though I am informed that they are making even greater shipments than ever before. It would seem to be evident that argols, which pay no duty to enter France, come from other countries in order to take advantage of the low rate accorded shipments from French ports.

The argols declared at this consulate during the first six months of 1900 amounted to 1,252,080 pounds, while the total shipments were more than twenty-one times this amount, or 26,767,578 pounds—that is, only 4.6 per cent of the whole exportation is declared at this consulate.

CANNED VEGETABLES.

It is a curious fact that one of the chief lines of export from this port to the United States consists of preserved forms of alimentary products which are grown in greatest abundance in the United States and are often of much superior quality. Prominent among these are canned or bottled peas and green (string) beans. There is not a particle of difference between them and the products of American gardens, except—

(1) The American packers use the largest and richest peas they can get, such as the "champions;" the French are of the smallest varieties and are put up while they are but half grown and very soft. The same is true of string beans; they are always very small and only half matured.

(2) The French vegetables are packed with a care we never bestow upon such work. The cans are not filled by machinery and the vegetables are not handled with a scoop shovel. Everything is done by hand. Each can is filled from a small boiler at the side of a working girl, and her wage depends on the artistic appearance as well as the number of wide-necked bottles she fills.

(3) There is also the difference in labels. There are many Americans who can not rid themselves of the idea that anything "imported" is of superior quality.

It is unquestionably true that the Bordelaise products are better prepared, more carefully arranged, and of a more uniform size and quality, but with equal care in cooking, our American canned vegetables ought to greatly excel them in flavor and excellence.

CANNED MEATS.

It is curious to note the fact that Bordeaux exports to the United States about as many pounds of canned meats of various kinds as she imports therefrom. These exports include "patè de foi gras," "snails," and various kinds of game. These "patès" excel in appearance those made in the United States, though they ought not to be superior in flavor.

In the packing of all things of an edible character by the French, the fact (to which I have so often called the attention of our exporters) that small packages of pound and half-pound sizes are much more readily sold than larger ones, should be kept in mind.

BUTTER.

One of the strange things revealed by the figures of the customs officers at this port is the fact that 2,000 pounds of butter were shipped from here to the United States during the first six months of 1900. Considering the contrast in the quality and flavor of the best American and the best French butter, this exportation is altogether remarkable. Only two explanations can be given—

(1) That French butter has become a fad with certain Americans, and

(2) That certain emigrants from the south of France have carried with them a preference for the colorless, unsalted butter of this region, which induces them to risk the effect of a transit involving change of climate and a twenty or thirty days' voyage.

Either of these reasons seem incredible to one who knows the superior quality of American herbage and American butter. One wonders, in noting the coarse, harsh herbage of this region, similar in quality to the sedge grass of our cotton-growing states, that any butter at all is produced from it.

PRUNES.

In quantity and quality, the prune crop of this year is said not to have been excelled in the last fifty years. There is no doubt that, either because of natural quality or of some difference in the method of preservation, the prunes of this district are preferred to those grown in California. There is a general belief that the California fruit is picked too early; if fully ripened, it should be superior. However that may be, until the flavor of these prunes is equal to that of the French fruit, and they are packed with equal nicety, there will always be a demand for the foreign article in the United States. This year the demand is very good, owing to the limited yield in California. Very few are shipped during the first half of the year, so that no comparison with the shipments last year can be made in the table. At the time this report is made, however, they are being shipped at a rate altogether unprecedented.

SNAILS.

One of the unusually large items of export from this district to the United States this year consists of snails. They are called edible, and after being turned wrong side out and the interior carefully brushed—which is the regular method of preparing them—it is possible they may be. I hope they will never become a general article of diet with us. But if they should, I see no reason why we should not grow our own. I know nothing or next to nothing of their habits or the cost or risk of importing them. We may perhaps have already some edible varieties which it only needs a cultivated taste to make even more popular than the imported article.

WALNUTS.

The crop of "English walnuts" was not remarkably large this year, but it has cured up in an unusual form, so as to be of fine quality. The export to the United States is much larger than ever before, the prices being high and their desirability for the manufacture of sweetmeats being never before so fully recognized.

Walnuts are not exported until from late October until March. Just now, they are in their prime, and invoices of from 50,000 to 100,000 francs ($13,200 to $19,300) value, addressed to the great confectionery firms of the United States, are matters of daily occurrence at this consulate. It will no doubt be the largest exportation of walnuts to the United States ever made, because our market offers the highest price for the best quality.

STRIKES.

There has been considerable interruption of traffic during the past six months from strikes. The employees of the company controlling al the electric horse-car and omnibus lines of the city, and the longshoremen and all the dock workers of the harbor, including several classes of marine laborers, were on a strike at the same time. Nothing could be more admirable than the manner in which these strikes were managed. By French law, labor unions are duly authorized bodies, subject to regulations and scrutiny of their proceedings, like all other chartered societies. Their meetings are practically public, and when of sufficient importance are reported like other news.

Immediately on the outbreak of the tram-car strike, the mayor ordered the company not to attempt to run any cars or omnibuses until authorized to do so. In the meantime, aided by the municipal council, he addressed himself to harmonizing the conflicting interests. The chief demand was on behalf of conductors and drivers, for shorter hours at the same wages. As the wages are very low—about $20 a month for conductors and motormen—the reduction of the hours of labor from fourteen hours to ten for a day's work was not generally regarded as unreasonable. After ten days of constant but peaceable discussion, the matters in controversy were settled and the service resumed, not only without any damage to the company's property, but without anything approaching the character of a mob or any threat of violence.

ALBION W. TOURGÉE, *Consul.*

BORDEAUX, *November, 1900.*

Imports from the United States at the port of Bordeaux during the first six months of 1900, compared with same period, 1899.

[Compiled from figures furnished by the director of customs, Bordeaux, France.]

	1900.	1899.	Decrease (—) or increase (+).
Agricultural machines and implements	6,277,742	5,628,334	+ 649,408
Albumen, egg	14,820	11,440	+ 3,380
Apples, green	286		
Apples, dried	2,989,115	1,852,987	+ 1,136,128
Biscuits, ship's	4,611		
Bootblacking	110	12,925	— 12,815
Carriages, perambulators	1,045	624	+ 421
Cereals, corn	30,416,870	10,076,132	+ 20,340,738
Coal	317,722,900	1,567,902	+ 316,154,998
Copper, ingots	445,250	41,980	+ 403,270
Cotton-seed oil	128,301	800,131	— 671,830
Cotton stuffs	31		
Cycles	262	132	+ 130
Dyestuff, chestnut, extract	76,916	58,605	+ 18,311
Engines, locomotives, etc	1,727,221	646	+ 1,726,575
Electric machines	10,249		
Feathers	40,037	2,596	+ 37,441
Fish, canned	12,155	18,968	— 6,813
Fish roe	626,029	157,892	+ 468,137
Furniture	4,977	37,186	— 32,209
Games and toys	2	180	— 178
Hides:			
Kid	6,534	4,152	+ 2,382
Other than kid	26,496		
Hardware	65,244	90,580	— 25,336
India rubber, crude	1,216	8,265	— 7,049
Jams	15,191	4,888	+ 10,303
Lamps, electric and incandescent	50		
Lard	3,809,942	3,739,309	+ 70,633
Margarine		79	
Meat, canned	7,856	29,570	— 21,714
Nuts, gall nuts	238,104	770	+ 237,334
Oilcloth	312	18	+ 194
Petroleum, and oils derived from	688,207,698	35,011,928	+ 653,195,770
Phosphates	11,325,600	5,500,000	+ 5,825,600
Pork, salted, hams, and bacon	2,948,748	3,095,770	— 147,022
Pumps, hydraulic	4,140		
Rails, steel	22,360		
Resin	5,401		
Salt, trade	111,350	139,924	— 28,574
Sandpaper	497	145	+ 352
Sausage skins	77,418	44,471	+ 32,947
Seeds:			
Clover	30,632		
Oleagenous	52,091		
Shells, mother-of-pearl	22,000		
Silk, raw	4,765		
Soap	48,367		
Spirits, 316 liters	695		
Stave bolts	3,221,701	777,979	+ 2,443,722
Talc, in powder	67,012	82,821	— 15,809
Thread, flax	1,271	13	+ 1,258
Tobacco:			
Leaf	10,864,160	2,428,250	+ 8,435,910
Manufactured	2,040		
Vegetables, dessicated	75	197,927	— 197,852
Wood, lumber, etc	7,375,812,842	15,343,696	+7,360,469,145
Total	8,457,499,315	86,769,215	+8,418,457,007

CALAIS.

CALAIS HARBOR.

Since my last report, there have been no improvements of any kind in connection with the port of Calais. Calais has a magnificent harbor, with the most modern equipments for loading and discharging vessels and many large warehouses for storing cargoes. In this connection I may add that the Chamber of Commerce of Calais is very wealthy, and has always been able to supply the harbor with everything needed to make it in every sense of the word "up to date." The port derives an enormous revenue from the passenger traffic between Calais and Dover. I am informed, however, that this large income does not tend to increase business as much as one would expect.

Lace making is the all-important industry here. It is the avenue to wealth for the young and ambitious, and in it fortunes have been made and lost in a year. It furnishes employment for nearly the entire population, and its manufacture and sale are the subjects that engross the attention of nearly every Calaisian. This is the chief reason why the commerce at this port is as small as it is. While the trade with England and the Baltic region is considerable, yet it is nothing to what it should be for such a commodious and well-equipped harbor.

In the last year, there has been a marked increase in the number of steamships calling at Calais, but, on the other hand, there has been a considerable falling off in the number of sailing vessels. This change has been so great that the chamber of commerce recently sold one of its large tugs.

RAILWAY SERVICE.

Since my last report, the Northern Railway of France has put into service four wagon-restaurant passenger trains between Calais and Paris. These trains run in connection with the Calais-Dover boat service, and are strictly international, being for the accommodation of passengers from England to Paris, and vice versa. From Calais to Paris is 185 miles, and this distance is covered by these four trains in three and one-half hours, which makes them among the fastest in the world. In comfort and magnificence, they rival the best passenger trains in America. I quote the following from the Dover Standard:

> Another example of the importance to be attached to the employment of the route Calais-Dover as the principal line of communication for passengers between England and the Continent is furnished by the fact that the Northern Railway Company of France is quite conscious of the necessity of immediately further reducing the length of the journey between London and Paris, by accelerating the speed of the trains between Calais and Paris and vice versa. It is well known that the trains on this line break the record of the whole world for speed. The distance between Calais and Paris is 185 miles, or 297 kilometers, and the time occupied on the journey has been gradually reduced from four and one-half hours to three and three and one-half hours, which is a most satisfactory result, especially if you take in consideration the curves and steep inclines in some parts of the line. But from experiments made quite recently, the fact has been proved that the journey from Calais to Paris can be made with safety in three hours, or rather over a mile a minute, which speed for the distance traversed beats the world's record. For some time these express trains—Calais-Paris and Paris-Calais—have been worked by powerful compound engines, one of which was exhibited at this year's Paris Exhibition.

WOOD.

The importation of lumber at Calais is very important. In fact, at times the docks of Calais remind one of the lumber districts in Michigan. The importations for the year ended June 30, 1900, are as follows:

	Standards.
From Sweden	32,802
From Norway	1,255
From Russia	23,694
From Siam	272
From United States	1,853
Total importations for the year	59,876

The importations from the United States consisted entirely of pitch pine, and were 1,000 standards less than those of the preceding year. On the other hand, the importations from the other countries above mentioned have been much heavier. I am informed by a prominent lumber dealer of this port that there is a strong demand for birch wood, much difficulty being experienced in supplying the market for this class of wood.

LACE.

The United States is the largest buyer of Calais lace. The exportation of machine-made laces to the United States for the fiscal year ended June 30, 1900, amounted to $2,460,496.94, showing an increase of $236,979.79 over the preceding year. Cotton lace has been most in demand, and those engaged in its manufacture have prospered. The trade in silk laces has been very light, the modes and the increased price of silk being the cause. The annual product of the Calais manufactories is between $9,000,000 and $10,000,000.

I quote the following from the report of the chamber of commerce of Calais, on the lace industry for the year 1899:

> The general condition of the lace industry at Calais has been less satisfactory in the year 1899 than in 1898.
>
> The work has been less abundant. Many kinds have been in little demand, such as silk.
>
> The manufacturers have been obliged to turn all their efforts to the cotton laces, which have been more especially sought after, and, in consequence, to put up machines for the fabrication of this class of goods. Manufacturers who have not taken this initiative have suffered loss.
>
> The principal causes which have influenced the market are the preference given by the world to the articles made at Plauën, Germany, and for the cotton goods, to those produced at Nottingham, England. Rivalry is difficult with these two centers because it is on special machines that Plauën makes its articles, and only twelve manufacturers of Calais have started this kind of fabrication on machines of the Plauën type.
>
> The efforts to implant the articles of Nottingham at Calais have as yet been very timid, although the Calais machines adjust themselves easily to this kind of fabrication, as they are of the same kind (lever machines). It is to be hoped that the Calais manufacturers will in time become the redoubtable competitors of Nottingham manufacturers in the same kind of goods.

PETROLEUM.

About 27,000,000 pounds of petroleum were imported from Philadelphia, per steamship *Ville de Douai*, during the year ended June 30, 1900. Substantially all the petroleum arriving at this port was brought from the United States, only a small quantity, in barrels, coming from Scotland. Since July 1, the *Ville de Douai* has been importing petroleum from Baku, Russia.

COAL.

No American coal has as yet been imported. While the present high prices have caused some discussion here in regard to American coal, I know of no merchant who contemplates its importation. The proximity of the large mines in the departments of the Pas-de-Calais and the Nord would seem to make Calais an improbable market for American coal. During the year ended June 30, 1900, 59,386 tons, of 2,200 pounds each, were imported from England.

IRON ORE AND PIG IRON.

16,546 tons of iron ore were imported during the year ended June 30, 1900, from Bilbao, Spain, and 27,521 tons of pig iron from England.

SUGAR.

The principal agricultural product of the departments of Pas-de Calais and the Somme is the sugar beet. In the Pas-de-Calais, there are 40 large sugar mills in operation at the present time, while in the Somme there are 50.

Calais is one of the principal entrepôts of France for sugar. This is due to its large warehouse facilities.

The exportations of sugar during the year ended June 30, 1900, were 33,227 tons, of 2,200 pounds each, showing an increase over the preceding year of 7,232 tons.

The present sugar-beet crop is very rich in quality and the quantity will far exceed that of last year.

WINES AND CHAMPAGNES.

During the year ended June 30, 1900, the exportations of wines and champagne amounted to 2,534,400 liters. These wines come principally from Rheims, France, and were shipped mostly to England.

J. B. Milner,
Consul.

Calais, *November 26, 1900.*

HAVRE.

In the general trade conditions of the port of Havre during the year 1899, there was a slight improvement, although the net custom-house receipts and the statistics of the movement of navigation showed a falling off as compared with the year 1898. This diminution was due in great part to the cessation of the importations of wheat, which in the previous year were abnormally large, owing to the poor French harvest in 1897. For this cereal alone, the difference in 1899 was 360,000 tons. Among the principal products besides the cereals which contributed to the decline in the custom-house receipts were cattle (caused by the almost prohibitive measures established by the French authorities to regulate the importation of foreign animals into France), food products, hides, wines (due to the "loi de cadenas," which raised the duties on foreign wines and went into effect November 22, 1898), rice (owing to the keen competition which the French factories have met with, obliging them to reduce their importations of the raw material), vegetables, fruits, oleaginous seeds, cocoa, tallow, and pepper.

The articles showing an increase in the importations were sugar, coal, coffee, crude petroleum, salted pork, wood for building purposes, wool, pig iron, sheet iron and tin, cotton, rum, tobacco, heavy oils, copper, crude rubber, and indigo. Not including the cereals, the increase in the importations during 1899 were, in round numbers, 100,000 tons.

The favorable conditions of the export trade in 1898 were continued during the past year, with the exception of dress goods, artificial flowers, wines, dried vegetables, fresh fruits, and ocher. The principal articles which are ordinarily exported from Havre showed an increase in the exportations. Among these may be mentioned cotton fabrics, dyewood extracts, oil cake, sugar, white paper, medicines, glassware, bric-a-brac, prepared skins, silk fabrics, ribbons, wool fabrics, butter, furniture, wool, and linen goods. The total increase in exportations, in round numbers, was 50,000 tons.

A comparison of the custom-house receipts of all kinds for the years 1897, 1898, and 1899, given in the following table, shows that there was an augmentation of $1,265,957 over the year 1897, but a decrease of $546,017 as compared with 1898.

Customs receipts at Havre.

Character.	1897.	1898.	1899.
Customs duties	$13,997,918	$15,804,194	$15,268,178
Statistic tax	153,996	160,647	164,183
Navigation tax	304,646	300,946	283,574
Auxiliary receipts	87,537	92,299	93,024
Salt tax	40,500	38,485	41,595
Total	14,584,597	16,396,571	15,850,554
Increase in 1899	1,265,957		
Decrease in 1899		546,017	

There was a sensible decrease in the importations into the port of Havre for the first six months of the present year, as compared with the same period of 1899. The attempts which were made in 1899 to make Havre one of the principal ports of entry for the cargoes of sugar coming from the French colonies have not proved a success, and for this reason alone, there was a falling off in the receipts. Other articles which showed a decrease in the importations were salted meats (due to the high prices prevailing in the United States and the large stocks in France), wool, rice, lard, wheat, vegetables, American cider apples, whale oils, pepper, and rum.

The deficit in importations was partly compensated by the increased arrivals of coffee, wine, hides, cereals other than wheat, wood from the northern countries and from the United States, coal, oleaginous seeds, and cocoa.

The improvement in the export trade manifested during 1899 continued during the first six months of the present year. The products which contributed to the increase in the exportations were millinery and dress goods, artificial flowers, ordinary wines, wool fabrics, furniture, and fixed oils. Those showing a falling off were oil cake, ocher, dyewood extracts, white paper, cotton fabrics, porcelain, and medicines.

In the following table are given the customs receipts for the first six months of the years 1898, 1899, and 1900, from which it may be seen that there was a decrease of $88,892 as compared with the first six months of 1899, and of $1,382,696 as compared with the same period of 1898.

Customs receipts at Havre for the first six months of 1898, 1899, and 1900.

Character.	1898.	1899.	1900.
Customs duties	$8,864,829	$7,594,685	$7,499,291
Statistic tax	85,810	81,754	84,435
Navigation tax	156,592	139,081	148,141
Auxiliary receipts	48,826	44,492	46,310
Salt tax	17,277	19,068	17,461
Total	9,173,334	7,879,530	7,790,638
Decrease in 1900	1,382,696	88,892	....

COTTON.

The importations of cotton into the port of Havre during the year 1899 were the largest known in the history of the market. They amounted to 892,842 bales, nearly 90,000 bales more than in the record-breaking year of 1897. The sales also were the largest ever made, reaching the sum of 827,362 bales. The cotton-spinning industry, which was in a languishing state during the first part of 1899, revived during the latter part of the year under the effects of the general prosperity which extended over most of the continent of Europe. The consequences were large demands for the raw staple and increased prices. The last cotton season at Havre has been an active one. The merchants engaged in this trade have done well, and the rising prices have benefited the majority. The importations of American cotton did not fall off, as was anticipated, owing to the reduced production in the Southern States, but, on the contrary, they were increased. Trade in general has been good all over France, and both manufacturers and spinners have been working on better margins than they have known for years.

The prices, which were low in 1897 and 1898, owing to the great crops in the United States during those seasons, showed an upward tendency from the beginning of 1900 and continued to advance until July, when indications of a short crop exerted their influence. Almost all of the expert guesses foretold a crop nearly equal to that of the year before. When the actual results became known and there was a diminution in the receipts of cotton at the shipping ports of the United States, the cotton merchants recognized that a short crop was to be expected. An active upward movement of the prices took place and continued to the end of the year, at which time they were from 20 to 25 per cent higher than at the same period in 1898. Owing to the short crop of India and the active condition of the cotton manufacturing industries of that country, I have been informed that several shipments of American cotton were made from Liverpool and Havre to supply the wants of the Indian spinners. As mentioned in my last annual report, the application of the French home tariff to foreign manufactured goods imported into the island of Madagascar, and the free entry of French-made goods, has continued to be of great benefit to the cotton manufacturers of Rouen and the vicinity, to the detriment of American and English manufacturers of cheap grades of cotton goods.

In the following table are given the importations of cotton into Havre for the last nine years; the sales and the stocks on hand at the end of the year:

Havre cotton statistics.

Years.	Importations.	Sales.	Stock on hand at end of year.
	Bales.	*Bales.*	*Bales.*
1891	653,385	580,960	257,306
1892	781,610	624,355	414,560
1893	688,810	716,045	387,325
1894	754,795	693,700	448,420
1895	673,280	807,700	314,000
1896	612,046	727,676	195,860
1897	803,186	756,661	242,616
1898	730,193	758,308	214,401
1899	892,842	827,362	280,080

Of the importations of cotton for 1899, 852,021 bales came from the United States, 26,515 from India, and 14,306 from other countries. Havre is the third largest European market for the purchase of American cotton, Liverpool being the first and Bremen the second.

The prices of cotton per 50 kilograms (110.23 pounds) on December 31 of the past four years were as follows:

Character.	1896.	1897.	1898.	1899.
United States:				
New Orleans	$8.69 to $10.95	$6.76 to $9.07	$6.71 to $9.07	$8.46 to $10.86
Georgia	8.69 to 10.95	6.71 to 8.97	6.61 to 8.97	8.34 to 10.81
Brazil—Pernambuco	9.65 to 11.10	7.86 to 9.17	7.58 to 8.93	10.32 to 11.68
India—Comrawattee	7.33 to 8.20	6.56 to 7.43	6.42 to 7.04	

At the present time, owing to the reduction of stocks in Europe, prices are at a level at which consumers are only buying for their immediate wants, but it is generally supposed that as soon as the new cotton begins to come in from the United States more freely, another level of prices will be established which will again be remunerative to the consumer. After the severe lesson learned by those European operators who chose to believe the estimates made last season by the recognized authorities on crop reports, a wiser feeling prevails as regards this season's crops, and most of them anticipate a higher level of prices than for the past four seasons.

The price of low middling American cotton as quoted in the Havre market for immediate delivery September 30, 1899, was 48 francs ($9.26) per 50 kilograms (110.2 pounds) while the price of the same grade on October 1, 1900, was 80 francs 50 centimes ($15.54), an increase during the year of $28.26 per bale of 496 pounds.

In the following table is shown the movement of the Havre cotton market for the first nine months of 1898, 1899, and 1900:

Havre cotton statistics for the first nine months of 1898, 1899, and 1900.

Countries.	Importations.			Sales.			Stocks Oct. 1.		
	1898.	1899.	1900.	1898.	1899.	1900.	1898.	1899.	1900.
	Bales.	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*
United States	386,382	477,096	318,014	535,135	554,305	553,464	79,247	101,484	20,594
India	22,300	24,482	11,048	20,133	21,578	13,091	8,007	10,845	3,637
Other countries	12,826	12,191	22,302	12,524	13,996	22,496	9,078	4,973	3,466
Total	421,408	513,769	351,364	567,692	589,878	588,051	96,332	417,302	27,697
Decrease or increase in 1900	−70,044	−162,405	....	+20,359	−827	....	−68,635	−89,605	....

From the figures given in the above table, it will be readily seen that the importations of cotton into Havre for the year 1900 will be much smaller than those of 1899. There is already a difference of 162,400 bales.

The two new systems of baling cotton, the "Round lap" and "Lowry" have now been tried for a year in the Havre market. The general opinion of those with whom I have conversed on the subject seems to be that the staple packed in these bales arrives at its destination in a cleaner condition and with the marks more legible than that shipped in the square bales. Operations in round bales must continue to be limited, as long as the rules established by the American, Liverpool, and Havre cotton exchanges permit the acceptance of the square bales only as legal tenders for cotton sold on futures.

Owing to the extreme scarcity of spot cotton, the agents of the round bales at Havre have been able to make largely increased sales to the French consumers.

HIDES.

The importation of hides into Havre during the year 1899 showed a large decline as compared with 1898 and 1897; being, in round numbers, 500,000 pieces less than in 1898, and 250,000 pieces less than in 1897. This falling off was caused by the low prices prevailing at the end of 1898 and the enormous stock on hand at the commencement of the year. During the year, French manufacturers having succeeded in getting better prices for their finished products, bought more freely. The manufacturers of the United States, to supply their increasing wants, were constant purchasers; and English buyers, to supply the demands created by the war in the Transvaal, also had recourse to the Havre market. All these factors, while not increasing the importations, tended to make the prices firmer, and to very materially reduce the stock. At the end of the year, the prices for certain lines were increased 50 per cent and for others from 25 to 30 per cent. The stock on December 31 was reduced to a little less than 40,000 pieces, as compared with 258,000 pieces on the same day in 1898.

In the following table are given the statistics of importation, sales including exportations, and stocks on hand December 31 for the last three years:

Havre hide statistics.

Character.	Importations.			Sales.			Stocks Dec. 31.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
	Number.	*Number.*	*Number.*	*Number.*	*Number.*	*Number.*	*Number.*	*Number.*	*Number.*
Plata and Rio Grande, dry....	75,908	132,421	33,946	95,131	117,015	67,184	17,416	88,822	584
Plata, salted.......	313,484	338,475	235,450	400,611	272,076	312,421	16,848	85,247	6,276
Rio Grande, salted.	72,262	58,689	46,686	82,645	50,425	54,801	6,664	14,928	6,813
Brazil.............	248,924	311,419	248,150	271,786	266,484	316,977	28,381	59,416	1,589
South Pacific......	153,516	218,404	163,875	154,979	190,938	188,156	8,800	38,076	14,112
United States......	39,165	14,460	....	45,034	14,460	....	....	....	....
Various............	413,740	465,469	338,325	401,543	466,256	354,503	29,556	27,769	10,291
Total........	1,316,989	1,539,337	1,066,632	1,451,729	1,377,654	1,294,042	107,665	258,258	39,665
Decrease in 1899...	250,357	472,705	....	157,687	83,612	....	68,000	218,593	....

During the first nine months of the present year, there were 1,140,818 hides imported into Havre, an increase of 344,009 hides as compared with 1899, and of 9,032 hides as compared with 1898. The general sales were less by 27,872 hides as compared with 1899, and by 27,532 as compared with 1898.

In the following table are given the details of the movement of the hide market for the first nine months of 1900, 1899, and 1898:

Hide statistics for the first nine months of 1898, 1899, and 1900.

Character.	Importations.			Sales.			Stocks Sept. 30.		
	1898.	1899.	1900.	1898.	1899.	1900.	1898.	1899.	1900.
	Number.	*Number.*	*Number.*	*Number.*	*Number.*	*Number.*	*Number.*	*Number.*	*Number.*
Plata and Rio Grande, dry.....	97,881	16,977	30,422	98,896	47,099	23,998	26,394	4,382	7,008
Plata, salted.......	253,093	205,775	245,276	170,049	276,140	195,133	97,876	15,956	56,407
Rio Grande, salted.	47,743	28,991	27,076	47,873	37,237	20,989	4,534	6,682	12,900
Various............	733,069	545,566	838,044	706,718	663,400	755,184	125,018	85,753	121,780
Total........	1,131,786	796,809	1,140,818	1,023,536	1,023,876	996,004	253,817	62,778	198,095
Increase or decrease in 1900....	+9,032	+344,009	....	−27,532	−27,872	....	−55,722	+135,322	....

The petition which was presented by the principal hide merchants of Havre on February 11, 1899, to the chamber of commerce, asking that body to use its influence with the minister of foreign affairs in having the benefits which were accorded to hides coming from the abattoirs of Sweden, Norway, and Great Britain, by the United States Treasury circular of January 25, 1899, extended so as to include moist hides of French origin, has had no effect in changing the existing conditions. The United States Secretary of Agriculture has replied to the ambassador of France at Washington that owing to the prevalence of the foot-and-mouth disease in France and its absence in Norway, Sweden, and Great Britain, French hides could not be imported into the United States without being submitted to the inspection and disinfection called for in the United States Treasury regulations regarding hides.

WOOL.

The Havre wool market during the year 1899 displayed unusual activity. The importations amounted to 30,374 bales, a figure which has not been exceeded for the past five years. There was a strong demand from the manufacturers of woolen fabrics for wools of the finer grades. The latter being scarce, the prices advanced remarkably. The total rise from January 1 to the end of December was not less than 45 to 50 per cent. During the latter part of the year the common wools, feeling the influence of the market for finer types, also advanced from 10 to 20 per cent. The transactions in futures in 1899 reached the sum of 413,000 bales, as compared with 227,000 bales in 1898. In the following table are given the wool statistics for the past three years:

Wool statistics.

Countries.	Importations.			Sales.			Stock Dec. 31.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
	Bales.	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*
Buenos Ayres	13,472	11,003	21,628	25,382	11,683	12,709	....	....	....
Montevideo and Entre Rios	546	89	1,121	632	91	1,103	....	....	....
Peru and Chile	4,962	7,542	6,877	5,336	7,158	7,462	....	....	....
Others	311	1,203	748	538	876	883	....	....	....
Total	19,291	19,837	30,374	31,888	19,808	22,157	4,350	4,379	12,596

The French wool market in August last experienced a serious crisis, which caused important houses in some of the wool centers of France to go into liquidation. The prices which prevailed on September 29, 1900, were 50 per cent less than those of January 1. Capitalists, seeking an investment for their money, appeared in the markets, and their purchases of the staple brought about a better tone. The situation is still feverish, but the outlook is more encouraging. In many of the French journals there appeared violent attacks on the system of dealing in futures, and demands have been made that a law be brought before Parliament which would either abolish the system or would make stricter rules for its government.

During the past nine months of the present year, there were 16,196 bales of wool imported into Havre, compared with 29,319 bales during the same period of 1899; the sales were 10,112 bales against 14,846 bales in 1899; and the stock on hand September 30, 18,680 bales in comparison with 18,826 bales on September 30, 1899.

INDIGO.

The importation of indigo into the port of Havre increased from 3,471 packages in 1898 to 5,493 packages in 1899. There was also a slight augmentation in the sales—4,883 packages as compared with 4,565 packages in 1898. The prices, which were very low at the commencement of the year, became firmer, owing to a reduced Indian crop and the feeble stocks at the end of the year. The following are the indigo statistics of Havre for the past five years:

Indigo statistics.

Years.	Importations.	Sales.	Stock Dec. 31.
	Packages.	*Packages.*	*Packages.*
1895	6,317	6,080	1,000
1896	9,021	7,115	2,905
1897	6,092	5,913	3,065
1898	3,471	4,565	1,991
1899	5,493	4,883	2,601

COCOA.

Havre is an important market for cocoa. The importations for 1899, amounting to 30,472 tons, were the largest for the last eight years. Abundant crops in nearly all the countries of production were the principal cause of the unusual increase, aided by the large consumption of the raw product by the chocolate manufacturers of France. The money value of the exportations of cocoa to the United States during the last fiscal year was $12,177.23. In the following table are shown the cocoa statistics of Havre for the past eight years:

Cocoa statistics.

Years.	Importations.	Stock Dec. 31.	Years.	Importations.	Stock Dec. 31..
	Tons.	*Tons.*		*Tons.*	*Tons.*
1892	14,312	3,537	1896	21,210	10,187
1893	20,123	7,051	1897	17,384	8,842
1894	19,657	8,187	1898	25,814	4,943
1895	23,413	11,026	1899	30,472	7,961

The importations of cocoa for the first nine months of 1900 were 22,768 tons, and the sales 22,541. The places of origin, in the order of their importance, were Trinidad, Guayaquil, Venezuela, Haiti, Bahia, Para, Maraguan, Martinique, and Guadeloupe.

PEPPER.

In 1897, the customs duties on pepper imported into France from the French colonies were decreased one-half; that is, from 208 francs ($40.14) per 100 kilograms (220.46 pounds) to 104 francs ($20.07) per 100 kilograms (220.46 pounds.) The results of the reduction are shown in the increased importations of pepper from Saigon since the above date. With the exception of the year 1897, when the importations of pepper from the British East Indies were exceptionally large, the importations from the French East Indies have been more than double those from the English colonies. This is seen at a glance from the following table, giving the pepper statistics of Havre for the past four years:

Imports of pepper.

Countries.	1896.	1897.	1898.	1899.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
British India	4,444,150	8,825,047	1,040,708	952,983
Indo-China	1,651,718	1,631,359	3,146,534	2,557,588
Various	13,354	4,803	5,524	31,915
Total	6,109,222	10,461,209	4,192,766	3,542,486

The prices of pepper at the bonded warehouse, duty not paid, were, per 50 kilograms (110.23 pounds):

Character.	Jan. 1—			Dec. 31—		
	1897.	1898.	1899.	1897.	1898.	1899.
Alipee	$5.98	$7.93	$10.62	$7.72	$10.62	$12.93
Tellicherry	5.98	7.91	10.81	7.91	10.81	13.12
Indo-China	15.05	17.76	19.30	17.76	19.30	21.04

The great difference between the prices of the British India pepper and that from Saigon illustrates to what extent the French colonial pepper-growers are benefited by the protection given them by the home government.

WOOD FOR CABINETMAKING.

Although the importations of hard woods into Havre in 1899 were not sensibly greater than those in 1898, the market was an active one, due in great part to the demand in connection with the exposition in Paris, which also caused an advance in prices. As has been mentioned before in the annual reports from this consulate, there is always a good market in Havre for wood of the first quality, and high prices can be obtained. The volume of the business transacted depends greatly upon the condition in which the wood arrives, as the dealers are apt to buy good wood, even if there is no demand for consumption, knowing that there will be a future market for it.

Importations of wood for cabitnetmaking.

Character.	1896.	1897.	1898.	1899.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Mahogany	5,077	10,487	8,673	8,345
Pallisander	2,333	3,269	1,872	1,655
Mexican and other cedar	873	1,157	433	558
Espinelle	79	458	90	204
Lignum-vitæ	261	787	392	259
Cedar for pencils	315	516	884	667
Maple	533	330	239	264
Walnut	1,610	711	780	364
Box	1,209	1,387	1,270	628
Rosewood	.....	.....	40	39
Ebony	1,698	1,944	1,363	1,006
Others	2,717	3,080	3,264	5,398
Total	16,905	24,126	19,300	19,387

DYEWOODS.

Dyewoods still continue to be one of the most important of the products imported into Havre. They are mostly consumed by the large manufactories of dyewood extracts situated in this region. The increased importations for the year 1899 indicate that the vegetable dyes are holding their position in the industrial arts in competition with the use of the aniline dyes. The export of dyewood extracts from this consular district to the United States for the fiscal years 1898, 1899, and 1900 were $67,404, $57,570, and $70,698, respectively.

Quebracho wood, used in making tanning extracts, was first introduced into Europe from Buenos Ayres by a French manufacturer of Havre. Its use in France has not developed to as great an extent as in Germany, as the French Government excludes the use of the quebracho extract from its tanning contracts. A considerable quantity is exported every year to England for the use of the British tanners.

Importations of dyewoods.

Character.	1895.	1896.	1897.	1898.	1899.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Logwood	68,105	80,515	61,995	45,970	64,500
Fustic	13,355	15,830	10,815	9,350	13,815
Redwood	8,590	2,320	970	470	1,690
Quebracho	19,885	11,710	8,960	10,595	13,500
Total	99,935	110,375	82,740	66,385	93,505

WOOD FOR BUILDING PURPOSES.

Owing to the general prosperity which reigned in France during 1899, especially in the metallurgic industries, the successful harvests, and the extraordinary demands created by the exposition in Paris, the wood trade of Havre was an active one, causing an increase in the importations and a rise in prices.

In the following table are given the wood imports for the last three years.

Importations of building wood.

Character.	1897.	1898.	1899.
	Pounds.	*Pounds.*	*Pounds.*
Oak, undressed, square, or sawed in various dimensions	5,244,800	10,089,200	8,564,600
Oak staves	17,695,651	18,093,526	14,800,918
Walnut, undressed, square or sawed	490,000	301,400	294,800
Other woods, undressed, square or sawed	139,528,400	125,441,800	141,101,400
Total	162,959,451	153,925,926	164,761,718

The French customs duties on wood are levied upon the weight in kilograms (2.2 pounds). In order to determine the number of steres or cubic feet, the following are the equivalents:

Oak stere (35.3 cubic feet) weighs 1,170 kilograms (2,574 pounds).

Walnut stere (35.3 cubic feet) weighs 1,000 kilograms (2,204.6 pounds).

Other woods, stere (35.3 cubic feet), weighs 800 kilograms (1,763.7 pounds).

Oak staves weigh, per piece, 5 kilograms (11 pounds).

HAVRE AS A MARKET FOR AMERICAN WOOD.

Havre is a good outlet for the sale of wood coming from the United States; but it could be made much better if the American exporters would take more pains to see that the wood is properly sawed, and in condition to meet the requirements of this market. In view of the numerous requests received by me for information relating to the wood trade of Havre, it will not be out of place in this report to give a résumé of facts already embodied in reports and letters sent from this consulate.

Pitch-pine timber and lumber form more than one-half of the French wood importations from the United States.

Carolina pine is becoming generally used; but the prices heretofore have varied so much that some importers look upon it as a speculative article, and prefer to let it alone.

White-oak boards and planks are in demand. Those which are exported from the United States, if they were sawed accurately to the dimensions asked for by the French importers, would command higher prices than they do.

The wood should be free of knots, sap, or pin holes, well seasoned, band sawn, from 5 meters (16.4 feet) to 6 meters (19.68 feet) in length; 22 centimeters (8.7 inches) to 50 centimeters (19.68 inches) wide, and 27 millimeters (1.0638 inches), 34 millimeters (1.34 inches), 41 millimeters (1.615 inches), or 54 millimeters (2.13 inches) in thickness.

The metric system should be used in preparing fine lumber for the European market.

Whitewood logs for France should be 14 feet long (or at least not more than 25 per cent of the shipment should be 7 feet), 30 inches and upward in diameter, and of the finest quality. The market can take from 1,500 to 2,500 tons annually.

California redwood would find a sale at Havre if it could be landed cheaply enough; $58.39 per St. Petersburg standard (165 cubic feet), say $29 per 1,000 square feet, is about the price the importer could pay, c. i. f. Havre. The sizes wanted are 8 inches full in thickness and clear stuff.

There is a good demand for second-growth hickory in logs and planks.

Sycamore generally comes in quartered boards an inch and upwards in thickness.

Birch is in very small demand.

There is a good market for first quality of walnut logs of large dimensions.

Good-sized prime cherry logs, 15 inches in diameter if possible, could be sold on this market for furniture-making purposes.

American dogwood is sold here, but generally through English commission houses. Bills for this wood are paid on landed weight. The pieces should be clear of knots, 1.30 millimeters (51.18 inches) in length and 15 centimeters (5.9 inches) in diameter; measures taken clear of sap and bark.

The customs duties on common wood, round rough, with or without bark, independent of length, of a circumference greater than 60 centimeters (23.6 inches) at the large end, are 65 centimes (12.5 cents) per 100 kilograms (220.2 pounds); wood sawed or squared, 80 millimeters (3.15 inches) or more in thickness, 1 franc (19.3 cents) per 100 kilograms; squared or sawed timber, exceeding 35 millimeters (1.38 inches) and less than 80 millimeters (3.15 inches), 1 franc 25 centimes (24.1 cents) per 100 kilograms, and wood, sawed, 35 millimeters (1.35 inches) or less in thickness, 1 franc 75 centimes (33.8 cents, per 100 kilograms.

Hard woods for cabinets, if sawed to more than 2 decimeters (7.87 inches) in thickness, are admitted free of duty. This is a point which our American exporters should carefully consider. If the wood is a fraction under the above measurement, it will have to pay a duty of 1 franc (19.3 cents) per 100 kilograms (220.2 pounds).

COFFEE.

The importations of coffee into Havre during 1899 (129,305 tons) were the largest in ten years, with the exception of 1897, when the arrivals reached the sum of 150,243 tons. The exportations, amounting to 36,619 tons, were the smallest in ten years, excepting 1891. The stock on hand December 31, 1899, reached the enormous quantity of 103,258 tons, 23,096 tons more than the record-breaking stock of the year previous. In the following table are given the coffee statistics of Havre for the last ten years:

Coffee statistics (Commerce Général.)

Year.	Importations, tons of 2,204 pounds.	Exportations, tons of 2,204 pounds.
1890	92,590	47,457
1891	84,838	36,017
1892	116,957	46,391
1893	114,901	60,593
1894	100,442	50,432
1895	122,175	50,590
1896	100,807	42,254
1897	150,243	49,835
1898	124,289	40,357
1899	129,305	36,619

In the following table are given the coffee statistics for the first nine months of 1898, 1899, and 1900:

Coffee statistics for the first nine months of 1898, 1899, and 1900.

Countries.	Importations.			Sales.			Stock Oct. 1.		
	1898.	1899.	1900.	1898.	1899.	1900.	1898.	1899.	1900.
	Bags.	*Bags.*	*Bags.*	*Bags.*	*Bags.*	*Bags.*	*Bags.*	*Bags.*	*Bags.*
Brazil	486,497	549,447	288,743	437,910	442,590	693,957	786,184	1,028,600	929,915
Haiti	233,359	215,783	239,984	186,991	186,477	183,960	145,288	158,459	154,477
Antilles and Central America	232,714	282,713	365,051	241,807	230,320	217,195	193,410	219,489	287,562
India	55,465	65,864	72,222	44,106	41,582	53,236	37,362	66,432	80,923
Various	32,152	27,834	25,524	32,800	25,142	21,824	16,478	16,032	17,907
Total	1,140,187	1,141,491	994,524	943,614	926,111	1,170,172	1,177,722	1,489.092	1,470,784

In the market of Havre, the greatest facilities are offered for the transactions of the business of buying and selling coffee.

All the warehouses in which the berry is stored are bonded. The authorities issue warrants with which the merchant can go to the Bank of France and obtain from 70 to 90 per cent of the face or market value of the coffee in which he is interested, at a rate of interest which seldom rises above 3 per cent, and is often as low as 1¾ to 2 per cent. These warrants are made out for three months.

All coffee being in bonded warehouses, no manipulation of the berry is allowed, except under the direction of the warehouse authorities and by their employees, so that any one buying a particular kind of coffee is certain to receive the real article in its original packages. Insurance is low and storage charges moderate, the latter being 18 centimes (3.47 cents) per 100 kilograms (220.2 pounds) per month. These conditions, together with the fact that in Havre there is a very elastic option market in coffee, serve to encourage the importation of large quantities of coffee from Brazil and other producing countries. It is not often that Brazilian coffee is imported by Havre merchants without a corresponding sale of options to insure against any sudden decline in the market; in fact, it is estimated that about 90 per cent of the coffee is imported in this manner.

CHANGES IN DUTIES ON COFFEE IN FRANCE.

Great anxiety was caused to the coffee merchants of Havre during the latter part of 1899, by the proposal of the Brazilian Government to apply the maximum tariff to French produce entering Brazil on and after March 1, 1900. This threatened action by the latter country was intended as a protest against the heavy duties which the customs laws of France placed upon coffee; maximum and minimum tariffs, 156 francs ($30.11) per 100 kilograms, nearly 13¾ cents per pound. It was feared that the French Government would, in reprisal, still further increase the duties on Brazilian coffee, and thus precipitate a tariff war between the two countries. This would result in disastrous effects to the coffee market of Havre, as a very large percentage of the coffee handled is that from Santos. Negotiations were entered into, which ended in a modus vivendi, by the terms of which in reason of a reduction of 20 francs ($3.86) in the duties which would be made by France, changing them from 156 francs ($30.11) to 136 francs ($26.25) per 100 kilograms, the natural and manufactured products of France would continue to pay the minimum Brazilian tariff duties upon being imported into the latter country, the status quo being equally maintained in regard to the French customs tariff levied upon Brazilian goods imported into France. To complete this agreement, on July 17, 1900, a law was passed reducing the duties on coffee to 136 francs ($26.25) per 100 kilograms, minimum tariff, and at the same time establishing a general tariff of 300 francs ($57.90) per 100 kilograms. All nations having treaties with France containing the "most favored nation clause" immediately enjoyed the benefits of the new minimum tariff. On August 29 last, another decree was issued by the French Government extending the application of the reduced minimum tariff, under certain conditions enumerated below, to all coffee-producing countries not having the "most favored nation clause" in their treaties, except Venezuela. For the latter country (as French goods are subject to the maximum tariff when imported into Venezuela), special restrictions were made.

At present the tariff situation in France, as relates to coffee, is as follows. See also Advance Sheets of Consular Reports No. 954 (Consular Reports No. 247). There are three kinds of duties levied:

1. The general tariff, which is 300 francs ($57.90) per 100 kilograms (220.2 pounds).
2. The minimum tariff, 136 francs ($26.25) per 100 kilograms.
3. The colonial tariff, which is 58 francs ($11.19) per 100 kilograms, and is only applied to coffee imported into France from the French colonies.

The general tariff is applied to coffee which arrived from Venezuela since September 21 last, but coffee from that country which was entered in the bonded warehouses of France before January 24, 1900, is entitled to the benefits of the minimum tariff until sold. Venezuelan coffee which was placed in the French bonded warehouses between January 24, 1900, and August 31, 1900, is entitled to the minimum tariff till the 31st of December, 1900, only.

Minimum tariff.—Brazilian coffee is entitled to be imported into France under the minimum tariff until other commercial arrangements are made between the two countries.

Coffee coming from countries which have treaties with France containing the "most-favored-nation clause," will pay the minimum duty until the expiration of their respective treaties with France.

Coffee imported from countries not having treaties containing the "most-favored-nation clause" will pay the minimum tariff until the 31st of December, 1900. After the latter date, if these countries have not made a commercial arrangement with France, their coffee will have to pay the general tariff—300 francs per 100 kilograms. Coffee from the latter countries which was entered into the French bonded warehouses before January 24 last will be subject to the minimum tariff until sold, no matter what commercial arrangements may be made in the future.

CEREALS.

On account of the high duties levied on foreign wheat by the French customs-tariff law, 7 francs ($1.35) per 100 kilograms (220.4 pounds), or about 36.8 cents per bushel, importations of this cereal into France for consumption are only made possible when there have been poor harvests of the native grain. As the French wheat crops of 1898 and 1899 were good, wheat importations were insignificant in 1899. In the following table are given the importations of the principal cereals into Havre for the last nine years, in tons of 1,000 kilograms (2,204 pounds).

Imports of grain into Havre.

Years.	Wheat.	Oats.	Corn.	Barley.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1891	556,887	2,707	2,097	1,764	563,445
1892	355,767	4	13,412	21	349,204
1893	228,993	8,330	16,929	15,497	269,749
1894	190,874	5,837	23,988	8,291	228,990
1895	62,417	5,345	28,894	4,253	100,909
1896	34,768	17,530	39,894	1,927	94,114
1897	127,165	38,555	61,148	5,238	232,106
1898	351,804	25,436	69,129	8	446,372
1899	19,261	21,725	67,024	1,759	109,819

American corn has attained a strong foothold in France among the farmers and in the industrial arts. The farmers regard it as an economical and satisfactory food for fattening their cattle and poultry, but as a human food product it has as yet met with but little success. Whether the elaborate and practical methods of bringing the American corn-food products before the French public, as practiced in the American Corn Kitchen at the Paris Exposition, will be successful in creating a future demand remains to be seen. I have been told that different preparations of corn are already on sale in several of the principal grocery stores in Paris, and that there is an increasing demand for them.

GRAIN CROP OF FRANCE.

Estimates of the grain crop in France which were made in May last placed the wheat yield for 1899–1900 at 104,989,159 hectoliters (297,854,244 bushels) and the production of rye at 22,107,003 hectoliters (62,717,568 bushels). Now that the harvests are over, it is possible to have more exact figures of the crops which were gathered during the last season.

The estimate of the minister of agriculture as published in the Journal Officiel gives the results of the harvest as follows: Wheat, 109,025,960 hectoliters (309,633,726 bushels); meslin, 3,732,790 hectoliters (10,601,124 bushels); rye, 22,393,320 hectoliters (63,597,029 bushels); barley, 15,368,900 hectoliters (43,647,846 bushels), and oats, 89,113,690 hectoliters (253,091,400 bushels).

The Bulletin des Halles estimates the wheat crop of 1899-1900 at 107,335,400 hectoliters (305,400,536 bushels).

The question which will most interest our American farmers is whether France, in order to supply her wants, will have to import wheat from foreign countries this year.

The yearly consumption of wheat in France in round numbers is estimated to be 123,000,000 hectoliters (349,320,000 bushels). Taking the figures of the minister of agriculture, there will be a deficit in this year's crop of 15,500,000 hectoliters (44,820,000 bushels). It is supposed from the great crops of 1898 and 1899 there still remains in France on August 1, 1900, 20,500,000 hectoliters (58,220,000 bushels). This, added to the present crop, will give 128,300,000 hectoliters (407,540,000 bushels), only leaving 5,300,000 hectoliters (15,052,000 bushels) to be carried over to next year for sowing and other purposes. It will probably be necessary therefore to import a certain quantity, and this, it is thought, can be supplied by Algeria and Tunis, both of which countries have had excellent wheat crops.

To supply the deficiency in the present oat crop, importations of foreign oats will be necessary. The statistics for the first eight months of this year show that nearly three times as many bushels have been imported into France than during the same period last year, the exact figures being 134,102 tons, as compared with 49,833 tons. Of the former amount, 82,088 tons came from Russia, 21,433 tons from Turkey, 27,745 tons from Algeria, and the remainder from the United States and other countries.

OLEAGINOUS SEEDS.

During the year 1899, the importation of oleaginous seeds into Havre was very much smaller than in the two previous years, being 53,403 tons, as compared with 70,445 tons in 1898 and 61,492 tons in 1897. In the whole of France, however, the importation showed a considerable augmentation, especially in linseed, sesame, and peanuts. The imports of colza and cotton seed, however, were diminished.

Imports of oleaginous seeds into Havre.

Character.	1997.	1898.	1899.
	Tons.	*Tons.*	*Tons.*
Linseed	16,201	16,467	14,160
Sesame	2,784	2,840	2,501
Colza, from Europe	2,027	....	....
Colza, from India	21,976	29,273	22,036
Rape seed	3,598	108	....
Peanut	4,331	4,431	4,740
Ravisen	2,275	5,300	2,200
Cotton	8,184	11,660	7,631
Others	116	381	134
Total	61,492	70,455	53,402

The importations of cotton-seed oil into France for the year 1899 remained nearly stationary, being 72,838 tons as compared with 70,892 tons in 1898. The bulk of this came from the United States. The importations for the first eight months of 1900 show a material decrease, being 45,405 tons as compared with 57,157 tons in 1899, a diminution of over 12,000 tons. The reasons which can be assigned for the falling off in the receipts of cotton oil are high prices, reduced consumption, and increased supplies of domestic oil made from various kinds of imported oleaginous seeds. India has sent increased quantities of shelled peanuts—23,205 tons against 11,092 tons the previous year; the west coast of Africa has supplied larger amounts of unshelled peanuts from which fine edible oils are made—119,449 tons against 81,386 tons in 1899; more cotton seed has also arrived from Egypt this year—37,170 tons against 31,142 tons—and there has been an enormous increase in the supplies of copra (cocoanut pulp) from which an oil for soap-making purposes is made—78,574 tons against 51,088 tons in 1899. All of these increased imports of seeds yielding oil have diminished the requirements of foreign cotton oil.

The greater part of the cotton oil imported into France goes to Marseilles, but the northern ports, especially Havre, are importing more than they used to. A large portion of the oil is used by French manufacturers of compound lard.

Oil cake.—The high prices which this produce has reached this year have checked the consumption very materially in France. On account of overproduction, the fat-cattle trade in this country is in a bad shape and the farmers can not get their money back when feeding cake is at the present prices. The imports into France of all kinds of oil cake, from January 1 to September 1, 1900, were 75,949 tons as compared with 92,975 tons during the same period of 1899.

The United States contributes the largest portion of the above figures in the shape of cotton-oil cake, cotton-seed meal, linseed cake, and corn cake.

No action has yet been taken on the bills to remove the oleaginous seeds from the free list and to largely increase the present high duties on vegetable oils, which were laid before the French Parliament. It is thought that nothing will be done in the matter until the convention of the reciprocity, which was signed by the plenipotentiaries of the United States and France on July 24, 1899, has been ratified or rejected.

TALLOW.

The importations of tallow into Havre in 1899 were smaller than the year previous, being 5,095 tons against 8,123 tons in 1898. This decrease is chiefly due to high prices in America, abundant domestic supplies, and unsatisfactory condition of the candle and soap industries. The same reasons explain the heavy falling off of the imports of tallow from the United States into France during the first eight months of the present year—2,981 tons against 9,020 tons in the same period in 1899, and 7,077 tons in 1898.

LARD.

The lard trade between the United States and France in former years was a large and lucrative one, but the excessive duties placed upon the product have greatly limited the transactions. The importations of lard into Havre in 1899, the bulk of which came from the United States, showed an improvement as compared with the two previous years, being 7,966 tons against 6,904 tons in 1898, and 4,536 tons in 1897.

The imports of lard from the United States into the whole of France for the first eight months of 1900 were 8,429 tons, against 10,976 tons and 9,421 tons, respectively, during the same periods of 1899 and 1898.

SALT PROVISIONS.

The trade in dry salted meats, hams, and bacon showed a sensible improvement during the year 1899. The importations of salted hog meat, hams, and bacon into the whole of France were 14,281 tons in 1899, against 9,663 tons in 1898 and 6,169 tons in 1897; of salted beef, 889 tons in 1899, against 494 tons and 840 tons, respectively, in 1898 and 1897. The imports of salted hog meats into Havre in 1899 were nearly double those of 1898, being 2,809 tons as compared with 1,560 tons.

The imports of hams, bacon, etc., into France for the first eight months of 1900 show a diminution, being 8,519 tons against 9,849 tons in 1899. This was due to the increased importations into the south of France last year, a considerable portion of which still remains in bond in Marseilles.

COAL.

The importations of coal into France during 1899, notwithstanding the increase in the production of the native combustible and the abnormally high prices of foreign coal, showed a sensible augmentation. They were 11,658,300 tons against 10,322,988 tons in 1898. Of this total, 6,923,470 tons came from Great Britain, 3,958,250 tons from Belgium, 766,330 tons from Germany, and 10,310 tons from other countries, principally the United States. The following table, giving the imports of coal into France for the first eight months of 1900, 1899, and 1898, shows a still further increase in the arrivals of foreign coal, and also the growing trade of American coal, as the figures given in the custom-house statistics under other countries refer almost entirely to coal from the United States.

French coal imports for the first eight months of 1900, 1899, and 1898.

Countries.	1900.	1899.	1898.
	Tons.	*Tons.*	*Tons.*
England	5,670,780	4,538,440	3,440,820
Belgium	3,039,610	2,504,230	2,276,780
Germany	512,160	484,370	449,680
Other countries	99,260	7,260	4,950
Total	9,321,810	7,534,300	6,172,230

The imports of coal into Havre during 1899 were the largest in the history of the port, being 701,756 tons, as against 678,424 tons in 1898 and 654,779 tons in 1897.

The coal imports for the consular district of Havre during 1899 amounted to nearly 1,500,000 tons. The greater portion of the above coal came from Great Britain. I am happy to state, however, that during this year our coal has commenced to arrive. In the past three months, 15,000 tons of American coal have been delivered at Havre for the use of one of the principal steam navigation lines and the Western Railway. Other cargoes are on the water and are due here shortly. This coal was the first ever received in Havre from the United States. Naturally, it received a vast amount of unfavorable criticism, owing to the apparently great proportion of dust which it contained. The director of the steamship company, however, has informed me that the coal intended for the use of his steamers is satisfactory, he having received favorable reports of its economy and steam-producing qualities from the captains of the vessels. I have not yet had reports from the coal purchased by the Western Railway.

The subjects demanding consideration and attention in an annual report are so numerous that to give to each the amount of space which they merit is impracticable. The coal trade in France, therefore, although of great interest to American coal exporters, is not treated exhaustively in this report, but will be made the subject of a special report shortly. See advance sheets of Consular Reports No. 994.

WINES AND ALCOHOL.

In the department of the Seine-Inferieure, large quantities of cider and alcohol are consumed annually—more so than in any other department of France. Havre, however, is a port of entry for wines imported into France from the French colonies for blending purposes. The imports of ordinary wine for 1899 were 4,174,016 gallons, of which 3,715,791 gallons came from Algeria.

The wine crop of France in 1899, according to the statistics furnished by the administration of the indirect taxes (contributions indirectes), amounted to the large quantity of 1,265,720,905 gallons—412,820,980 gallons more than the crop of 1898, and 380,754,022 gallons more than the average crop for the past ten years. The same authority estimates the value of the ordinary wines at $114,405,107 and of the superior wines at $22,080,186.

The importations of rum and tafia into Havre for the year 1899 were 25,611 barrels from Martinique and 3,120 barrels from other French colonies.

PETROLEUM AND HEAVY OILS.

The importations of petroleum and heavy oils at the port of Havre are mostly intended for the large refineries of Demarais Frères and Les Fils de A. Deutsch, which are located in Havre and Graville. The imports of crude petroleum in 1899 were 37,189 tons and of the heavy oils, 12,219 tons.

There are in France 20 petroleum refineries, which annually refine about 99,000,000 gallons of crude oil. This amount is the average importation of crude oil into France which entered into consumption during the years 1897, 1898, and 1899, as given by the French customs official statistics.

NICKEL.

The imports of nickel and nickel ore into Havre for 1899, amounting to 42,426 tons, were all for the use of the nickel refining establishment located at Graville, on the outskirts of Havre, belonging to La Société Le Nickel. Of this amount, 42,188 tons of nickel ore came from New Caledonia and 238 tons in ingots from the United States.

INDIA RUBBER AND GUTTA-PERCHA.

Owing to the increased demands for crude rubber for use in the industries, the importations of the product into France show a progressive augmentation. The imports of crude rubber and gutta-percha into the whole of France for 1899 were 7,297 tons, as compared with 5,997 tons in 1898 and 5,288 tons in 1897. As Havre is the principal French receiving port for crude rubber and gutta-percha, I give below the imports of the products for the last three years; also the countries from which they came:

Havre imports of crude rubber and gutta-percha.

Countries.	1897.	1898.	1899.
	Tons.	*Tons.*	*Tons.*
England	175	333	446
Germany	82	37	208
Holland	30	59	30
Belgium	......	32	30
Portugal	162	232	50
English India	702	336	641
United States	251	200	250
Colombia	15	99	77
Brazil	1,673	1,736	1,714
Other foreign countries	506	771	860
French West African colonies	158	239	484
Senegal	27	22	87
Nossi-Bé	68	12	37
Madagascar	14	72	148
Other French colonies	......	......	30
Total	3,863	4,180	5,087

DRIED FRUITS.

Considerable business has been done again during the past year in California dried fruits, principally prunes and apricots. The quality has generally given satisfaction. During the coming season, the importations of these products are likely to be smaller, owing to the abundant fruit crop in France. French prunes are now selling at lower prices than those which are being asked for the fruit from California.

With the exception of prunes, apples, figs, and raisins, the French custom-house statistics do not specify the various kinds of dried fruits, but group them together. Some idea, however, can be gathered from the following figures: The importations of dried fruits into France, other than those of apples, prunes, figs, and raisins, for the first eight months of 1900 were 2,399 tons, as compared with 1,450 tons in 1899, and 1,740 tons in 1898. The importations of prunes during the above periods were 1,857 tons, 554 tons, and 1,174 tons, respectively.

APPLES.

The bulk of the American apples received in Havre consists of the so-called chopped apples, used exclusively for cider-making purposes. The trade during the past two seasons has been unsatisfactory. Owing to the increased supplies of domestic fruit, the sale of American chopped apples has been steadily declining, and at the present moment, with a monster French crop being harvested, the prospects are that the sales will be still less. There is a large stock of old fruit of the past season still on hand, which is almost unsalable. The quality of the fruit received from the United States has been falling off, and this, to some extent, has contributed to the difficulty in selling the American article, which in some years forms an important item of import from the United States.

The packers of chopped apples in America seem to think that the product being a low-priced one, but little attention need be paid to the quality, and that anything is good enough to be used for making cider. As a matter of fact, however, chopped apples being more or less a perishable article, the greatest care should be taken in the preparation and packing. Complaints of false packing and excessive admixture of water have been so frequent of late that many merchants refuse to accept drafts against shipments or to make advances on consignments until the goods have arrived and they are able to examine the quality. Chopped apples of good quality and well packed will keep a considerable time; but inferior goods, saturated with water, will deteriorate very rapidly.

During the first eight months of 1900, there were imported into France for cider-making purposes 4,877 tons of apples, as compared with 5,645 tons and 5,690 tons during the same period in 1899 and 1898, respectively.

During the last two years, nearly all the apple imports came from the United States. Germany and Austria-Hungary formerly used to send fair quantities, but since the prices have ruled so low, these countries have almost entirely stopped shipments.

The coming apple crop of France promises to be the largest ever known.

TRADE RELATIONS OF HAVRE WITH THE UNITED STATES.

The value of declared exports from Havre to the United States, including returned American goods, for the fiscal year ended June 30, 1900, was $2,170,963.80, an increase of $441,180.10 over 1899 and $1,029,560.77 over 1898, as shown in the following table, giving the values for each quarter:

Value of declared exports to the United States from Havre, France, including returned American goods, for the fiscal years 1898, 1899, and 1900.

Quarter ending—	1897–98.	1898–99.	1899–1900.
September 30	$245,848.76	$286,811.46	$548,550.90
December 31	158,556.95	283,473.38	729,376.70
March 31	356,950.51	446,448.75	725,101.02
June 30	380,046.81	713,000.00	2,170,963.00
Total for the year	1,141,403.03	1,729,783.70	....
Increase for 1899–1900	1,029,560.77	441,180.10	....

The details of the declared exports to the United States for the last three fiscal years are given in a table annexed to this report.

From this table, it will be seen that the principal articles contributing to the increase in the value of exportations to the United States for the last fiscal year were asphalt, bristles, cheese, coffee, copper, French currency, dyestuffs, india rubber, cordials, saffron, and tin, most of which being raw materials.

Owing to the active demand in France for copper for electrical purposes, tramway and railroad constructions, and war vessels for the navy, this country absorbed the greater part of the augmentation in the copper production of the United States in 1899. The world's copper market, however, being a sensitive one, speculation, taking advantage of a slight change in prices, often alters the current of trade.

The unusual exportation of French currency was for the use of New York bankers, in supplying the demands of American travelers coming to the Exposition of Paris for French silver and gold of small denominations.

The exports of crude rubber were the largest ever made from this consulate. They were due to the increasing demand of the manufacturing industries of the United States for the raw material and to speculative operations.

The principal articles showing a falling off in the exports were hides, horses, nickel, oils, vegetables, and wood.

In former years, the exportations of thoroughbred Percheron horses from France to the United States for breeding purposes was an important trade. It declined, however, but in 1898 commenced again, was continued in 1899, and will show larger results 1900. These fine draft animals take their name from Perche, an ancient province of France, where many of them were bred. They are now mostly bought in a district by convention called Perche, comprising the departments of Sarthe, Eure-et-Loir, a part of Orne, and Mayenne.

Havre is a gateway through which passes the bulk of the exports coming from the United States which are intended to supply the demands of the French markets. Last year, the movement of merchandise in this port was over 4,000,000 tons. After the arrival of every steamer coming from the United States, there may be seen on the quays large quantities of American machinery, reapers, mowers, and other farming implements, engine and other lubricating oils, cottonseed oil, different oil cakes, etc., all products of our American factories. During the cotton season, there are literally acres of bales of the American staple which have been exported from our cotton-shipping ports. In 1899, the English steamer *Monarch* brought to Havre from New Orleans 21,119 bales of cotton, 1,083 tons of wheat, 1,050 tons of cottonseed meal and oil cake, 54 tons of oil and tallow, and 376 tons of wood and staves, probably the largest single cargo ever landed in a continental port. The *Milwaukee* and another British steamer, which also arrived here from New Orleans, discharged 14,182 bales of cotton in four days and proceeded with the rest of their cargo to Hamburg. In June last, a shipment of American-made welded-steel tubes arrived in Havre which was intended to fill an order from a Paris consumer. The seams in the tubes were so beautifully made that the French customs authorities refused to allow the goods to enter France without the payment of the duties levied upon seamless drawn tubes, namely, 50 francs ($9.65) per 100 kilograms (220.4 pounds) instead of 24 francs

($4.63), which is that on welded tubes. The shipment was released under bond, and the question was referred to the custom-house experts at Paris. The experts themselves were in doubt as to the construction of the tubes, and the goods were only released after a delay of three months, an expert in the employ of the consignee having practicable demonstration that the tubes were welded. This is a flattering testimony to the skill of our American manufacturers of welded tubes.

NAVIGATION.

The improvement which was manifested in the movement of navigation of the port of Havre during 1898, as predicted in the last annual report from this consulate, did not continue in 1899. The total tonnage of vessels of all nationalities, loaded and in ballast, which cleared and entered last year was 5,846,995 tons, as compared with 6,273,544 tons in 1898. The commercial standing of the port can be said to have only remained stationary during the past ten years, as will be seen by an inspection of the following table, giving the movement of navigation of the port of Havre since 1890:

Movement of navigation of the port of Havre, arrivals and departures combined, since 1890.

Years.	Number of vessels.	Tonnage.	Years.	Number of vessels.	Tonnage.
1890	13,562	5,889,512	1895	12,888	5,602,712
1891	13,406	6,276,604	1896	12,832	5,564,750
1892	12,505	5,678,135	1897	13,266	5,847,505
1893	12,924	5,729,411	1898	13,934	6,273,544
1894	13,818	6,129,740	1899	12,722	5,846,995

Various reasons are assigned for the unsatisfactory condition of the shipping interests of Havre, as compared with its foreign rivals. As already stated in a previous report, great sacrifices have been made for the enlargement and improvement of several of the principal continental ports, in order to render them capable of meeting the growing demands of modern navigation. To arrive at these results, the countries to which these ports belong have centralized their efforts upon certain points most suitable for the development of the commercial currents. In France, on the contrary, much labor and money have been and are being expended in the general betterment of ports rather than in localizing endeavors to those harbors best adapted for securing the proper share of the world's trade.

Havre is also at a disadvantage from the fact that its rivals have much better means of communication with the interior by their competing lines of railways, their canals, and their navigable rivers. The Western Railroad Company being the only line running into Havre, and virtually without the competition of water transportation, can and does demand high rates of freight on all the goods it carries.

The slowness with which the work on the new port is approaching completion is also an important factor in retarding the improvement of the maritime movement of Havre.

Of the total tonnage of French and foreign steam and sailing ships, engaged in the deep sea and international coasting trade, entering and leaving the port of Havre in 1899, amounting to 4,458,725 tons, not including vessels calling, vessels flying the French flag contributed 1,153,096 tons and foreign flags 3,305,829 tons, or a percentage of 26 per cent for French and 74 per cent for other flags. In 1898, the percentages were 24 per cent for French and 76 per cent for foreign vessels. The increase in favor of French ships was probably due to the withdrawal of English merchant vessels from general trade, to carry troops and war material to South Africa.

As in the past, the English flag holds the first place in the movement of the port in 1899, taking the entrances and clearances together, with 1,900 ships and 1,491,416 tons; then follows the French flag, with 794 ships and 1,078,009 tons; the German flag, with 454 ships and 714,941 tons; the Norwegian flag, with 204 ships and 121,753 tons, and the Dutch flag, with 151 ships and 91,043 tons. The surplus is divided between the flags of many other countries, but the flag of the United States is conspicuous by its absence.

The French coasting trade, although reserved entirely to French vessels, and thus free from foreign competition, shows a diminution in 1899 as compared with the year before, being 1,018,396 tons against 1,220,334 tons, a difference of 201,938 tons.

In a special report which I made on the merchant marine of France (see Special Consular Reports, No. XVIII, Merchant Marine of Foreign Countries) and in my last annual report it was demonstrated that the law of 1893 was particularly favorable to the upbuilding of navigation by sailing ships. This effect of the law is exemplified in the statistics of the vessels belonging to the merchant navy of Havre and of those which were added in 1899 by purchase or construction. In 1898, the number of vessels owned in Havre was 372, measuring 152,811 tons; in 1899, the fleet was increased to 388 vessels, of 171,002 tons, an augmentation of 16 ships and of 18,281 tons. Of this addition, 7 were sailing ships, gauging 17,407 tons, and 9 were steam vessels, measuring only 874 tons.

The effects of the legislation of 1893 are also manifested in the number and tonnage of vessels which were either constructed in French shipyards or purchased in foreign countries and brought under the French flag in 1899. In the total of 40 ships, of 30,676 tons, 16 sailing ships, of 19,534 tons, were built in France, and 6, of 2,846 tons, were purchased abroad, while only 6 steamers, of 2,316 tons, were built in home yards, and 12 steamers, of 6,180 tons, came from abroad.

The new bill for the upbuilding of the French merchant marine (see Special Consular Reports, No. XVIII, Merchant Marine of Foreign Countries[1]—the result of the labors of the different parliamentary commissions—is now before both houses of the Parliament and will probably be acted upon during the coming session.

THE HARBOR AND DOCKS OF HAVRE.

The work on the important improvements which are being made to the port of Havre by the construction of an outer harbor, where vessels of large tonnage may enter at any stage of the tide, is progressing very slowly. During last summer a strike occurred among the workmen, which lasted nearly two months. The northern embankment is now completed for a distance of about 700 meters and the foundations of the southern embankment have been laid for about 400 meters. A contract has been signed for the construction of the lock intended to give new access to the docks, and the necessary preparatory work has begun.

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[1] See also Consular Reports No. 246 (Advance Sheets, No. 927).

The largest of the dry docks, No. 4, is being lengthened so as to take a vessel 656 feet long. It will probably be finished before the end of the present year.

The additional quay space recently built on the Tancarville Canal is available for vessels of light draft, but until the proposed channel connecting the upper end of the Bassin Bellot with the canal is cut, cargo boats of large tonnage can not make use of it.

There were no changes made in the port regulations of the port of Havre during 1899.

NEW RAILROAD LINE.

The new branch of the Western Railway, between Havre and Dieppe, was opened for through traffic October 25 last.

The concession granted by the French Government to the Western Railway in June, 1883, to build a railroad to connect the present lines with the southwestern part of France, has never been utilized, notwithstanding the urgent requests of the chambers of commerce of Rouen and Havre and of others interested that the work be commenced. The question is now being discussed whether the new railroad will cross the Seine on a bridge or through a tunnel built under the river.

VITAL STATISTICS.

There were 4,082 births during the year 1899, the highest number in the history of the city, of which 652 were illegitimate; 1,171 marriages, and 3,704 deaths.

The death rate per thousand was 32.2, as compared with 28.7 in 1898 and 25.5 in 1897, an increase of 3.5 and 6.7, respectively. The death rate will continue to be high until a modern system of sewerage is constructed by the civil authorities, as the one in use at present is most primitive.

There were 867 deaths of children under 1 year of age, caused chiefly by diarrhea and enteritis. There were 656 deaths from consumption and 409 from bronchial diseases.

From typhoid fever there were 98 deaths, but for the first eight months of the present year the mortality from this disease has reached the high total of 128. The prevalence of zymotic disease is owing to the wretched sanitary condition of the city, as the water supply is exceptionally good.

EMIGRATION.

The emigration from the port of Havre during 1899, as from most of the seaports of Europe, showed a decided increase. There were 23,944 steerage passengers shipped from this port, of whom 22,816 went to the United States and 1,128 to the Argentine Confederation and Uruguay.

The total emigration in 1899 was 7,267 in excess of that of 1898 and 6,480 over that of 1897.

The movement of passengers at the port of Havre is given in the following table:

Movement of passengers at Havre for the years 1897, 1898, and 1899, emigrants not included.

Line.	Departures.			Arrivals.		
	1897.	1898.	1899.	1897.	1898.	1899.
Trans-Atlantic	6,295	5,612	7,202	16,718	16,199	16,553
Anglo-French	13,379	13,766	12,547	12,932	12,805	13,946
Coasting and Continental	3,036	2,830	3,011	2,713	2,708	3,502
Honfleur, Trouville and Caen	198,994	218,921	212,515	195,526	214,482	211,505
Total	221,704	241,129	235,275	227,884	235,444	245,486

From the statistics of the movement of emigration from France, it appears that in 1899, 207 families, comprising 195 men, 98 women, and 116 children, a total of 409 individuals, went to the French colonies, 235 to New Caledonia, 107 to Indo-China, 52 to Madagascar, and 15 to various other colonies. The amount of money carried by the future colonists was 756,250 francs ($145,956), of which more than one-half, 420,000 francs ($81,060), was taken to New Caledonia, and 278,700 francs ($53,789) to Indo-China.

BICYCLES AND AUTOMOBILES IN FRANCE.

The number of bicycles in France upon which taxes were paid in 1899, was 838,856, a decided increase as compared with previous years. In 1894, the number was 203,026; in 1895, 256,084; in 1896, 329,916; in 1897, 408,869 and in 1898, 483,414. Naturally, in the Department of the Seine, there were the most bicycles, the number being 185,781, or nearly one-fourth of the total amount. In the Department of the Seine-Inférieure, there were 19,727.

In the city of Paris there were, in 1899, 84 automobiles for two persons, and 204 for more than two, making a total of 288. In the whole of France, including Paris, there were 726 automobiles for two persons and 946 for more than two persons, 1,672 in all.

STRIKES IN HAVRE.

During the year 1899, several workmen's strikes occurred in Havre, the most serious of which were the strike of the bonded warehouse employees, who were successful in getting the increase of pay which they demanded, and the strike of the street-car men, which utterly failed. In 1900, however, the strikes were more numerous, and much more serious and far reaching in the damage done to commerce and navigation. The strike of the laborers and others employed on the new public works lasted for two months. The strike of the marine engineers, firemen, and coal passers almost paralyzed the navigation of of the port for several days. One of the steamers belonging to the French line was compelled to use firemen and engineers from the French navy and to postpone the day of sailing from Saturday to Tuesday. As the strikers resorted to violence, additional troops were ordered from neighboring cities, so that Havre had the appearance of a garrison town. During the month of August last, strikes occurred in the following trades: Firemen, sailors, hull painters, sailmakers, mechanics, boiler makers, riveters, and others connected with shipbuilding, and coal trimmers, affecting in all 4,974 men.

In the whole of France, in thirteen months ended July 31, 1900, there were 1,027 strikes, in which 214,387 men were engaged.

EXPORTATION OF BUTTER FROM FRANCE.

The French Government, in order to maintain the standard of French butter and to prevent the exportation of a deleterious or spurious product, passed a law on April 16, 1897, which required a sample of all butter intended for exportation to be submitted to one of the Government laboratories for analysis, and that permission to export should not be granted until, from reports of the analysis, it was ascertained that the butter was absolutely pure.

As the butter exported is usually salt, the analysis could not be made in less than twenty-four hours. This delay worked a hardship on the exporters and in some cases prevented shipments. Upon the request of the director of customs at Havre, the customs administration at Paris, under the date of October 17, 1899, issued instructions to all directors of customs that, in urgent cases, the permission to export might be granted provisionally without waiting for the results of the analysis; but besides the other facts required by law to be stated in the reports, the name and residence of the shippers must be given, in order that the latter may be held responsible if the butter should be impure.

STREET-CAR LINES AND FUNICULAR RAILWAYS OF HAVRE.

The results of the operations of the street-car lines and funicular railways of Havre during 1899 were as follows:

Société du Chemin de Fer de la Côte (funicular): Receipts, 72,936 francs ($14,077); expenses, 44,077 francs ($8,506); net profit, 28,859 francs ($5,570).

During the year 1898, the receipts were 68,950 francs ($13,307); expenses, 43,895 francs ($8,471), and net profit 25,055 francs ($4,836).

Street-car line from Havre to Montivilliers: This line was only opened for traffic July 12, 1899, for 5 kilometers (3.1 miles), the total length being 14 kilometers (8.7 miles). Cost of construction, 2,425,262 francs ($468,076); receipts, 92,852 francs ($17,921); expenses, 78,248 francs ($15,102); net profit, 14,604 francs ($2,819).

Tramway Funicular de la Côte Sainte-Marie: Receipts, 35,828 francs ($6,915); expenses, 52,887 francs ($10,207); net deficit, 17,059 francs ($3,292).

During the corresponding period in 1898, the receipts were 36,959 francs ($7,133); expenses, 48,281 francs ($9,318); net deficit, 11,322 francs ($2,185).

Compagnie Générale Française, Tramways du Havre: Receipts, 1,439,756 francs ($277,873); expenses, 880,847 francs ($170,003); net profit, 558,909 francs ($107,870).

During 1898, the receipts were 1,384,957 francs ($267,297), the expenses 797,717 francs ($153,959), and net profit 587,240 francs ($113,338).

The total cost of construction of this, the principal system of street-car lines of Havre, up to December 31, 1899, was 6,189,654 francs ($1,194,603). The length of the lines belonging to this company in operation was 29 kilometers (18 miles). New lines are being constructed, but they will not be finished till the middle of next year.

TRANSATLANTIC PASSENGER SERVICE AT CHERBOURG.

To meet the increasing volume of passenger traffic between the United States and the continent of Europe, the International Steam Navigation Company (American Line) made Cherbourg a port of call for its steamers going from Southampton to New York, and the North German Lloyd and Hamburg American companies increased the number of calls going and coming. The statistics for 1899 indicate that during that year, 205 transatlantic steamers called at Cherbourg (37 American, 116 German, and 52 English), measuring 866,382 tons. The number of passengers arriving and departing by the above vessels was 10,940. In 1898, there were 100 steamers, gauging 327,929 tons, and 3,763 passengers arriving and departing.

INTRODUCTION OF AMERICAN GOODS INTO FOREIGN COUNTRIES.

The commerce of the United States for the fiscal year which ended June 30, 1900, was the most satisfactory in the history of our country. The exports of manufactured goods exceeded those of any preceding year and have been more widely distributed throughout the world than ever before.

Were the recommendations made to American exporters by our consular officers in their letters and reports more carefully followed, it is my opinion that the exports of American products would be still greater.

It must be understood that the exploitation of foreign trade outlets requires as much business judgment as is displayed in introducing of goods into new fields in our own country.

The best method of selling American manufactures abroad is through American salesmen, speaking the languages of the countries to be canvassed. There are probably no better commercial travelers in the world, as a class, than our own. Let our American manufacturers therefore organize efficient foreign sales departments and send their travelers abroad. The latter are clever enough to soon find out the wants of their new customers, the business methods in vogue, and the competition they may expect to meet from their German and English brothers. They may not be successful at first, but they will gain a better insight into the requirements of foreign trade than ever could be obtained at long range by correspondence. The information gathered will be invaluable in forming their plans for future campaigns. The travelers have good material to work on, for American-made goods are known throughout the world for their excellence of manufacture, their cheapness, their efficiency, and their durability.

Foreign trade when obtained should be carefully nurtured. Particular attention should be paid to the filling and shipping of orders, for, on account of the distance, mistakes are accentuated and can not be easily rectified.

A. M. THACKARA, *Consul.*

HAVRE, *October 29, 1900.*

Statement showing the average increase of tonnage in the principal ports of Europe (arrivals only).

	1880.	1890.	1896.	1897.	1898.	1899.
Marseilles	3,523,149	4,785,277	5,198,295	5,305,460	6,005,330	6,306,964
Havre	2,267,483	2,877,453	2,727,998	2,954,575	3,164,448	2,917,606
Bordeaux	1,517,125	1,948,884	1,741,953	1,793,370	1,635,906	1,676,864
Dunkirk	849,328	1,457,196	1,502,676	1,549,235	1,709,467	1,643,622
Rouen	726,579	992,136	1,071,747	1,054,891	1,162,790	1,134,239
Hamburg	2,766,806	5,202,825	6,445,167	6,708,000	7,355,000	7,768,000
Bremen	1,169,466	1,733,809	2,011,663	2,258,988	2,464,800	2,406,748
Rotterdam	1,681,650	2,918,425	4,865,485	5,434,557	5,751,393	6,143,833
Antwerp	3,063,825	4,506,277	5,820,669	6,215,550	6,424,825	6,837,415
Genoa	1,878,881	3,359,782	3,817,458	3,596,926	4,150,000	....

French and foreign shipping at Havre, not including vessels calling or engaged in French coasting trade.

Years.	French vessels.	Foreign vessels.	Total tonnage.	Years.	French vessels.	Foreign vessels.	Total tonnage.
1890	1,334,723	3,084,153	4,418,876	1895	968,768	3,121,103	4,089,871
1891	1,224,182	3,563,173	4,787,905	1896	1,081,396	3,154,370	4,235,766
1892	1,263,232	3,036,853	4,301,085	1897	1,083,095	3,354,185	4,436,280
1893	1,167,665	3,065,279	4,232,944	1898	1,147,045	3,624,069	4,771,114
1894	1,059,249	3,503,443	4,562,692	1899	1,153,096	3,305,629	4,458,725

Over-sea navigation at Havre, not including the tonnage of vessels calling.

Years.	French vessels.	Foreign vessels.	Years.	French vessels.	Foreign vessels.
1890	771,134	998,522	1895	607,818	1,045,376
1891	810,021	1,365,443	1896	646,444	1,069,125
1892	839,996	1,096,537	1897	676,018	1,166,282
1893	780,064	1,108,018	1898	667,457	1,356,254
1894	650,995	1,313,454	1899	703,956	1,188,804

Navigation by flag at Havre—Statement showing the entrances and clearances, sail and steam, loaded.

ARRIVALS.

	1896.		1897.		1898.		1899.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
French	330	401,884	349	462,117	361	458,452	371	482,311
German	660	385,572	247	366,775	241	364,060	233	....
American	....	....	2	4,031	2	3,249	....	....
English	1,264	974,052	1,342	1,138,007	1,375	1,207,694	1,276	1,025,495
Austrian	8	8,259	4	4,411	5	3,351	6	7,738
Belgian	1	1,688	3	537	7	1,631	1	455
Danish	26	14,496	20	15,489	25	19,990	22	19,894
Spanish	6	8,268	5	8,972	3	4,294	5	12,110
Dutch	74	38,805	65	34,866	85	46,576	75	44,259
Italian	15	9,047	8	4,718	12	8,191	25	14,192
Norwegian	136	66,031	155	89,144	138	89,136	164	97,716
Portuguese	9	8,105	10	5,473	4	6,083	13	27,841
Russian	19	10,817	21	11,147	9	4,871	8	4,198
Swedish	33	18,354	36	19,033	37	21,756	25	15,892
Others	1	2,124	6	3,186	8	19,017	5	7,873

Navigation by flag at Havre—Statement showing the entrances and clearances, sail and steam, loaded—Continued.

DEPARTURES.

	1896.		1897.		1898.		1899.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
French	496	634,303	432	570,652	461	592,214	423	595,698
German	256	413,461	226	357,467	223	319,676	221	353,919
American								
English	634	458,493	624	463,224	609	470,951	624	465,921
Austrian	1	245	3	3,017	1	245	1	2,225
Belgian			2	358	2	358		
Danish	62	18,426	26	9,131	36	19,315	20	13,963
Spanish	4	9,051	1	2,083			2	4,670
Dutch	75	44,315	67	36,846	76	44,553	76	46,689
Italian	2	1,311					6	2,683
Norwegian	48	20,314	50	25,699	51	28,837	39	24,039
Portuguese	11	4,941	11	5,356	2	4,668	12	27,524
Russian	10	5,884	11	7,005	15	9,495	5	2,169
Swedish	52	26,507	35	17,741	36	19,916	30	17,257
Others	3	1,593	4	5,210	8	17,761	3	7,168

Statement showing the number and tonnage of vessels which entered and cleared at Havre in the French coasting trade, laden and in ballast.

Years.	Number.	Tonnage.	Years.	Number.	Tonnage.
1890	7,941	1,062,120	1895	7,479	1,132,266
1891	7,596	1,021,002	1896	7,764	1,105,408
1892	7,377	1,030,448	1897	8,212	1,107,866
1893	7,575	1,088,105	1898	8,701	1,220,334
1894	8,063	1,159,151	1899	7,704	1,018,396

Number and tonnage of vessels owned at Havre.

Years.	Steamers.		Sailing vessels.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
1893	212	161,303	170	20,392	382	181,695
1894	206	153,239	181	21,912	387	175,151
1895	204	143,040	192	21,912	396	164,962
1896	194	140,425	174	22,195	368	162,620
1897	195	134,539	181	28,683	376	163,222
1898	185	121,874	187	30,937	372	152,811
1899	194	122,748	194	48,344	388	171,092

Vessels added to the merchant marine of Havre either by construction or purchase.

Years.	French construction.				Foreign construction.				Total.	
	Steam.		Sail.		Steam.		Sail.			
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
1893	9	6,038	6	1,440	6	2,758	4	517	25	10,756
1894	1	37	8	1,084	8	4,279	5	234	22	5,634
1895	1	76	4	294	8	3,533	4	1,053	17	4,956
1896	2	3,574	5	2,736	9	8,793	2	210	18	15,220
1897	8	19	11	7,069	5	1,630	6	453	18	9,171
1898	1	6	4	2,436	9	3,680	7	794	21	6,916
1899	6	2,316	16	19,534	12	6,180	6	2,646	40	30,576

Declared exports to the United States, fiscal years 1898, 1899, and 1900.

Articles.	1898.	1899.	1900.
Asphalt			$2,174.99
Anchovies		$11.66	
Arsenic	$1,959.35	728.48	3,997.80
Antiquities			3,019.48
Antimony	314.05		
Blacking		44.20	43.62
Brushes		802.40	197.83
Bristles	20,517.13	9,095.07	10,478.95
Article de Paris			1,000.33
Brandy	173.70		
Bags or bagging	959.39		
Beads	264.63		
Bicycles	4,342.50		
Braids	111.75		
Bronze	88.63		
Buhrstones	156.33		
Cutlery		211.89	
Calfskins or hides	114,444.16	101,776.05	87,989.89
Chemicals		208.05	
Cheese	29,816.76	31,734.11	42,130.06
Coloring for butter		306.87	
Church ornaments	2,026.18	763.71	
Coffee	96,735.76	8,920.09	180,105.20
Copper		586,425.01	753,140.08
Cocoa	16,655.61	12,177.23	9,249.94
Cyanide of potassium		12,543.75	
Carriage (horseless)		328.10	
Currency			20,265.00
Caviar			230.60
Clocks	135.10		
Cow hair	6,320.85	1,313.94	19,754.94
Dyestuff	67,403.90	57,569.78	70,698.11
Flour		27.41	
Feathers	15,768.62	3,941.31	7,979.79
Furniture		127.38	
Furs	838.22		
Household effects	143.98		598.30
Horsehair		448.76	
Harness, etc	2,621.12	287.65	
Horses	11,194.00	36,023.45	15,191.86
Indigo	2,592.37	4,112.18	4,604.63
India rubber	506,198.01	491,843.80	5,666,899.72
Liqueur	47,678.59	61,391.92	70,085.87
Chalk			162.12
Confectionery			664.08
Machinery	1,505.40		119.82
Hardware			256.74
Mustard	370.61	71.39	41.68
Meat (canned)	122.16		
Mistletoe	389.60		
Nickel	12,060.16	11,857.54	61,059.29
Nuts	26,303.50		
Naker (mother-of-pearl)		272.54	1,215.64
Ocher	3,716.62	3,252.98	6,436.32
Oils	32,050.06	36,798.70	32,862.97
Ostrich feathers		23,778.70	
Painting or frame			442.94
Pens			126.10
Preserves	1,508.56	2,267.74	1,933.98
Paper	74,937.52	23,620.50	82.37
Pebbles	173.12		1,157.00
Piassava	1,359.54		
Porcelain		27.42	
Printed matter	310.18		
Rags or old rope		10,099.09	10,463.10
Rush hats	681.90		
Seed, plants, or trees	2,327.18		
Saffron	12,477.57	7,402.94	12,895.66
Shells	2,176.52		
Snails	530.88	716.80	564.69
Saddlery			1,216.19
Sausages	463.20	507.35	542.33
Soap	128.35		
Sponges	292.40		
Sundries	433.18		
Seeds		1,195.89	1,329.52
Tea			292.27
Tin			14,272.14
Toothpicks			960.67
Tobacco		116.17	188.18
Textile goods		2,217.71	
Vinegar		8.84	

Declared exports to the United States, fiscal years 1898, 1899, and 1900—Continued.

Articles.	1898.	1899.	1900.
Vanilla		$16,471.65	$3,847.54
Vegetables		4,324.09	26,784.23
Wine	$1,015.91	436.17	436.18
Wood	8,685.70	3,141.67	11,811.71
Zinc		162.82	
	1,132,061.08	1,661,910.95	2,161,955.46
Returned American goods	9,341.93	67,872.75	9,008.34
Total	1,141,403.01	1,729,783.70	2,171,063.80

General importations into Havre for 1898 and 1899 for consumption in France (Commerce Special).

Articles.	1898.		1899.	
	Quantity.	Value.	Quantity.	Value.
	Tons.		*Tons.*	
Boats	17,822	$481,820	81,499	$1,130,460
Bones, hoofs, and horns	11,868	804,500	9,714	761,620
Bric-a-brac	30	19,020		
Common wood	69,244	1,405,520	72,898	1,576,120
Cattle, horses, or mules	1,044	132,860		
Coffee	31,241	8,434,960	32,346	7,116,860
Copper	33,994	9,511,260	38,326	13,626,580
Cocoa	2,917	1,092,380	2,759	1,010,740
Crude india rubber or gutta-percha	8,654	4,501,280	4,230	7,073,620
Cereals (grain or flour)	427,876	17,994,360	79,169	2,192,700
Canned meats	487	243,380		
Cheese	350	115,480	330	112,740
Coal	415,010	1,593,640	451,161	1,858,780
Clock or watch works	2	8,040	8	5,120
Chemical products	9,531	413,940	9,346	448,080
Cotton tissue, lace, or ribbon	39	19,880	23	10,280
Carriages	170	301,100	190	823,820
Dried vegetables	20,996	921,760	16,066	642,500
Dressed skins or peltry	188	343,980	154	338,940
Dressed plumes	150	978,940	147	756,380
Essential oils	34	240,880	31	220,560
Fiber of cocoanuts or other vegetable fiber	5,521	766,240	6,527	1,124,260
Eggs	1,149	243,580		
Fixed oils	12,200	877,800	13,136	980,460
Fresh or canned lobsters	1,044	459,020	1,261	554,340
Flax, hemp, ramie, or jute tissue, lace, or ribbon			1,290	566,360
Fresh or salt meats	1,819	548,240	2,846	900,320
Furniture or woodwork	1,544	195,660	2,040	265,880
Elephant teeth			24	117,140
Grease:				
Animal	15,469	1,898,540	14,054	1,931,920
Fish	1,595	201,440		
Gallnut	2,327	604,940	1,113	356,160
Gold or silver	90	8,434,920	130	12,033,700
Heavy oils or petroleum residue	11,322	329,940	12,396	408,220
Indigo	526	1,052,320	568	1,250,160
India rubber or gutta-percha goods			54	89,800
Iron, steel, or cast iron			3,163	119,240
Lead	4,138	298,860		
Leaf tobacco	5,953	2,083,660	7,879	2,631,880
Medical products	1,006	388,480	1,146	466,400
Machinery	8,940	2,064,240	14,405	3,194,920
Mother-of-pearl	957	555,140	2,101	1,345,180
Metal (tools or work)	1,212	236,660	1,468	311,880
Manufactured tobacco		800	1	940
Nickel	390	253,600		
Oleaginous seeds	70,528	2,966,380	53,570	2,823,560
Ores	30,540	2,603,260	45,661	8,702,640
Oil cake	13,013	390,380	13,979	419,380
Pure tin	5,482	2,028,340	3,957	2,530,900
Petroleum	37,013	728,200	38,511	966,580
Pepper	486	93,200	477	95,560
Paper, cardboard, books, or pictures	220	89,140	286	191,980
Raw cotton	163,039	26,952,300	163,319	28,901,480
Raw and refined camphor	618	257,500	577	297,060
Raw wool	6,655	2,076,500	7,983	2,945,860
Rugs, baskets, or rope	1,095	617,400		

General importations into Havre for 1898 and 1899 for consumption in France (Commerce Special)—Continued.

Articles.	1898.		1899.	
	Quantity.	Value.	Quantity.	Value.
	Tons.		*Tons.*	
Raw skins or peltry	29,684	$8,685,380	22,950	$7,753,180
Raw hair	772	374,380	302	168,300
Resinous products other than those of pine	1,040	468,340	1,336	601,280
Rice	21,307	865,980	10,887	387,460
Sundry articles	50,515	2,839,720	54,873	3,840,280
Spirits, brandy or liquor	9,281	896,880	6,801	745,720
Sago, salep, or other fecula	5,338	864,680	5,283	834,720
Silk or floss silk	48	60,740	145	209,160
Silk tissue, lace, or ribbon	12	89,180	13	88,900
Sugar	4,310	267,220	15,413	955,500
Sponges	58	218,920		
Tea	210	161,680	229	141,960
Table fruit	5,903	458,460	4,181	266,120
Wax	135	81,000	105	65,620
Wood (exotic)	82,791	2,708,240	115,301	3,502,080
Whalebone	107	855,060	109	720,880
Woolen tissue, lace, or ribbon	1	2,100		1,660
Wine	23,931	2,487,960	23,058	1,844,660
Zinc	4,523	497,020	3,623	463,200
Total	1,692,513	127,858,660	1,426,454	133,327,440

General exportations from Havre for 1898 and 1899 (Commerce Special).

Articles.	1898.		1899.	
	Quantity.	Value.	Quantity.	Value.
	Tons.		*Tons.*	
Arms and ammunition	512	$561,160	821	$765,600
Assorted colors	2,217	395,980	2,426	391,620
Artificial flowers and bonnets	1,469	2,807,940	2,166	2,518,060
Assorted hair	246	210,220	474	306,060
Boats	8,567	1,260,740	8,744	1,327,880
Butter	2,752	1,348,860	2,897	1,442,780
Bark, sparte, or straw hats	246	435,660	236	496,260
Bric-a-brac (collection)	85	399,560	148	575,340
Coffee	32	960	3	740
Cocoa		20		80
Copper	6,135	7,547,460	10,705	7,564,360
Crude india rubber or gutta-percha	1,335	1,645,100	1,998	3,841,960
Carriages	513	409,740	874	528,140
Cereals (grain or flour)	13,192	1,074,920	7,306	427,080
Clock or watch works	125	268,840	192	365,720
Cheese	639	160,920	992	242,160
Coal	1,845	7,000	1,827	7,520
Cutlery	87	123,720	144	229,160
Condensed milk	354	63,680		
Chemical products	6,004	260,780	9,102	749,800
Canned fish, etc	2,045	569,680	2,220	650,180
Cotton tissue, lace, or ribbon	12,184	8,927,980	17,069	14,209,200
Clothes, ready-made	712	3,037,620	877	3,948,880
Dyestuffs	10,772	1,831,200	12,746	2,167,220
Dried vegetables	1,481	251,740	1,923	326,900
Dressed skins or peltry	1,936	6,709,680	2,389	7,470,860
Dressed plumes	443	3,856,960	574	6,655,460
Dressed wood for cabinetmaking	3,980	167,820		
Fixed oils	3,935	297,280	3,044	233,720
Furniture or woodwork	8,438	690,540	9,818	819,520
Flax, hemp, or jute tissue, lace or ribbon	1,738	501,180	2,499	757,960
Fresh or salt meats	322	120,900	413	174,380
Gold or silver jewelry	48	300,920	41	366,540
Gold or platinum leaf	9	377,160		
Glass, crystal, or earthenware	12,453	1,288,000	14,013	1,442,600
Gold, silver, and copper money	61	34,951,100	11	6,212,480
Hair and fiber, unbleached	28	49,440	610	1,158,460
Iron, steel, or cast iron			3,980	204,140
Indigo	126	214,700	89	167,200
India rubber or gutta-percha goods	113	288,200	164	442,240
Leaf tobacco	11	31,200	5	1,720
Musical instruments	281	528,240	297	455,840
Medicaments	2,367	1,397,220	3,140	1,890,940
Millstone or grindstone	4,047	263,440	1,256	294,220
Machinery	3,955	1,148,360	5,594	1,557,220
Metal (tools or work)	9,894	2,579,220	11,976	3,194,440

General exportations from Havre for 1898 and 1899 (Commerce Special)—Continued.

Articles.	1898.		1899.	
	Quantity.	Value.	Quantity.	Value.
	Tons.		*Tons.*	
Manufactured tobacco	38	$46,640	38	$47,240
Nickel	526	367,120	382	226,040
Optical, chirurgical, or instruments of precision	145	235,540	159	269,680
Ores	1,762	401,520	1,521	898,240
Oils (essential)	90	532,420	80	454,540
Paper, cardboard, books, or pictures	6,458	1,719,500	7,391	2,218,880
Perfumery	1,050	779,260	1,256	888,920
Pepper	4	80	....	100
Raw skins or peltry	12,622	5,271,620	14,238	7,250,200
Raw wool	830	405,380	1,000	632,580
Raw cotton	3,705	578,100	5,418	899,520
Sundry articles	52,182	4,350,160	66,840	4,994,600
Spirits, brandy, or liquor	3,755	554,520	3,745	536,100
Seeds	1,697	881,140	3,043	747,460
Silk or floss silk	124	524,340	268	1,129,880
Silk, tissue, lace, or ribbon	2,245	13,789,440	2,602	17,633,080
Sugar	7,432	438,580	20,796	1,275,340
Thread of all sorts	1,393	569,760	1,868	856,280
Toys, fans, brushes, or buttons	3,465	4,661,400	4,643	6,967,400
Table fruits	1,279	82,840	2,178	148,960
Woolen tissue, lace, or ribbon	3,661	6,906,700	3,989	8,032,700
Wine	7,486	3,062,900	6,936	2,715,140
Total	240,063	135,128,840	294,287	133,598,380

LA ROCHELLE.

The maritime glory, of which La Rochelle was once so proud, gives promise of an early return. About forty years ago, two events occurred which destroyed the prosperity and to a great degree the importance of this port.

One was the introduction of the phylloxera from America. This little pest ruined thousands upon thousands of acres of the richest vineyards in the world. Formerly, wine and brandy were taken from this port in shiploads, and there was scarcely a day in the year when an American sailing vessel was not to be seen in the harbor. An immense trade existed also between La Rochelle and Canada, ships leaving here with full cargoes and returning ballasted with cobblestones, which were used for street paving.

The other event which so seriously affected this port was the substitution of large steamships for sailing vessels. The dike, which the zealous Richelieu constructed to keep out the English in 1628 during the famous seige of La Rochelle, effectually prevented the entrance of large steamers until about twelve years ago, when the new harbor and basin, known as La Pallice, was constructed at a cost of over $12,000,000. With the reconstruction of the vineyards, which is going on very rapidly and successfully under the system of grafting French vines on American roots, and with the present steady development of shipping on account of the new and splendid harbor, La Rochelle hopes, with reason, to soon recover her lost maritime prestige.

INDUSTRIES.

The industries of this consular district are both varied and extensive. Each town or city, with the exception of La Rochelle, has some one particular business which overshadows in proportion all others in that immediate locality.

Angoulême.—The predominating industry of this city is probably the manufacture of paper. It is claimed that many of the fine "Irish linen" note papers are manufactured here. It is certain that the brands of cigarette papers most popular and sold on every part of the globe are made at Angoulême. This last product is practically the only one shipped to the United States from this place, with the exception of small quantities of brass wire-nettings.

Ruffec.—In this large town are found several important factories for canning and preserving in jars the costly "foie gras" and still more expensive "truffes."

Niort.—All the large industries in this city of 25,000 inhabitants have to do with the manufacture of skin gloves. There are many tanneries where kid, lamb, and sheep skins are prepared. Perhaps the most wonderful product of Niort is the "peaux de chamois," or imitation of chamois skins. Formerly, a thriving business was done in gloves sent to United States, but now, practically only skins are exported to America. For the year ended September 30, 1900, there were manufactured 50,000 dozen skin gloves, the value of which was $144,750. This is the poorest output in many years, the average for several years being 100,000 dozen, whose value was 1,500,000 francs ($289,500).

Cognac.—There has been a constant increase in the manufacture of the brandy called after this place. The United States bought more than $600,000 worth during the year ended June 30, 1900. There is also a large plaster factory in a suburb called Champblanc, which produces a fine quality of plaster of paris. The first factory where bottles were blown by machine exists in Cognac. After three years of experience, this method has proved of great utility.

Saintes.—This city, which is about 65 miles from La Rochelle, contains the large and important car shops of the State railway. Large quantities of iron and steel are utilized here in repairs and manufacture.

Rochefort.—This city of 35,000 people is situated on the Charente River, and contains a very important navy-yard. During the past year two cruisers were built at this yard, one of them, the *Dupleix*, being a high-speed armored vessel of 7,000 tons. Here should be found a good market for steel and iron.

La Rochelle.—The first American consular office in France was established in this city. Sixteen years ago, this office was transferred to Cognac, and was returned to La Rochelle only two years ago. La Rochelle is very fast becoming the center of marked and varied commercial activity.

AGRICULTURE.

Vineyards.—The rapidity with which the fields are being covered with vines is remarkable. In the year 1897, La Rochelle imported over 35,000 tuns of wine, mostly from Algeria; in 1898, 51,000, and in 1899, 33,000 tuns. As the result of the new planting and of the propitious conditions of the season just past, it is estimated that the importation of wine will cease in 1901.

Wine can be sold this fall for less than 2 cents a quart. Fine table wines are offered for 10 or 12 cents.

The official statistics of the vintage of the Charente Inférieure for the year 1899 are as follows:

Surface planted in vines, 110,319 acres; wine produced, 27,425,965 gallons; average for the last ten years, 14,000,000 gallons; increase over 1898, 9,934,753 gallons; value of the wine, 1899, over $6,500,000; quantity produced per acre, 250 gallons.

Beet raising.—Immense quantities of alcohol are annually produced from beets raised upon land formerly covered by vineyards. The attempt to make the soil productive, after the destruction of the grape, has been generally successful.

FISHERIES.

Fresh fish.—This is the most important industry at La Rochelle. There are owned here 221 fishing smacks, which are manned by more than 1,000 fishermen. There are also 700 other boats, which, though owned elsewhere, come to this port to dispose of their catch. The value of the fresh fish sold here in 1899 was over $750,000.

Mussels.—The culture of this bivalve is carried on very extensively by the villagers in the vicinity of La Rochelle. During the year 1899, there was sold about 232,850 bushels of mussels, for which the sum of $193,000 was realized.

Oysters.—These are of the Portuguese variety, and are so scarce that they sell by the dozen. It is estimated that 20,600,000, valued at $35,000, were harvested last year.

Codfish.—No event has so interested the fishing world in this region as the return to La Rochelle of the fishing fleet. Years ago this port, along with her other commerce, lost the codfish fleet, which cruises off Newfoundland and Iceland. These vessels are now returning to their old rendezvous. The following figures show the rate of increase: There were received in 1897, 938 tons; in 1898, 2,841 tons, and in 1899, 4,210 tons.

Value in 1899 of all fisheries, except cod, $978,000

MANUFACTURES.

Petroleum refinery.—This institution is the only one of its kind in this region and supplies the wants of about 1,500,000 people. In 1898, 6,530 tons were received from Philadelphia. In 1899, the quantity was 4,364. Up to the present, 3 ships a year have brought American petroleum, but, owing to the establishment of another refinery at Tours, it is expected that there will be hereafter 6 ships.

Chemical fertilizers.—Near the new harbor are to be found two very large factories for the manufacture of fertilizers from Chilean nitrate, Florida phosphate, and superphosphate of lime. The following quantities were imported:

Description.	1898.	1899.
	Tons.	*Tons.*
Nitrate	13,517	16,115
Phosphate	10,023	16,690
Superphosphate	15,983	9,644

Jute mill.—This is an entirely new industry and one of great promise. The mill, which is very large, has been equipped with the very latest machinery. The factory has been in operation some weeks, and is at present turning out sacks. It has also the machinery necessary for making oil cakes.

Gelatin factory.—This institution was opened about a year ago. Already, considerable quantities of this product have been exported to

America. It was found, however, that the factory was not capable of producing the best results, consequently the company has recently been reorganized with a capital of 5,000,000 francs ($965,000), instead of 350,000 francs as at first. Up to the present, the bones used have come from India. There may be an opening here for American dealers in crushed bone.

Shipyard.—At the east end and southeast corner of the basin of La Pallice, there is to be a shipyard established. I have learned that the necessary capital has already been subscribed, the company formed, and orders received for two large four-masted sailing ships. This yard will be able to build steamers of 7,000 tons.

Maritime passenger station.—The importance of the new harbor of La Pallice is increasing so rapidly that the Government has just contracted for a maritime passenger station here. The building will be about 125 feet long by 80 feet wide. It is to be fitted with every convenience for handling the growing passenger business, resulting principally from the Pacific Steam Navigation Company's excellent service. The builder's contract calls for an expenditure of about $24,000.

IMPROVEMENTS.

Street railway.—New tram lines, 5 miles in length, will be put in operation between La Pallice and Tasdow on December 15 of this year. The motive power will be compressed air.

New express trains.—The French State Railway has established special express trains consisting of first, second, and third class carriages, dining and sleeping cars, which leave Paris to meet the South American steamers at La Rochelle. The trains make quick time and run alongside the ship to receive or leave passengers.

Canal from the Loire to the Garonne.—Very lately has come the revival of a plan to connect the river Loire with the Garonne by means of a canal having various branches and utilizing certain small rivers. There are three plans, as follows:

1. From Bordeaux to Candes on the Loire by way of Angoulême, with branches from La Rochelle to Rochefort and to the Sèvre-Niortaise by the canal of Marans.
2. From Bordeaux to St. Amand on the Berry Canal by way of Libourne, Angoulême, Civray, Chateauroux, with the two branches already mentioned.
3. From Bordeaux to the Berry Canal by way of Bergerac, Périgueux, Limoges, and Montluçon.

Either of the first two plans would be of vast benefit to this port. By means of the Charente River from Angoulême to Rochefort, and canal from the latter place to La Rochelle, the whole of the center and eastern France would be placed in the best possible relation with this city, which is by far the best deep-water port on the French Atlantic seaboard. The various chambers of commerce in all this region have recently held a convention to discuss these projects. A single instance will show the benefit which would accrue to this port. Formerly, 120,000 tons of iron ore were received here and sent overland to the region about Montluçon. The price of freight arose to 12 francs per ton, which permitted Belgian ore to be sent by canal at a cheaper rate. It is believed that with a canal connecting this harbor with the interior, that important trade would return to La Rochelle. The estimated price would be 5.50 francs, instead of 12 francs, as at present.

COMMERCE.

The commerce of La Rochelle is steadily increasing in importance. New lines of steamships are constantly making this place a port of call, with very satisfactory results. The imports and exports passing through this harbor have in six years increased as follows:

	Tons.
Exports:	
1893	3,052
1899	31,734
Imports:	
1893	241,624
1899	661,968

There has also been a corresponding increase in the tonnage of vessels visiting this port. The total tonnage for all ships during the year 1893 was 804,492, while for the first ten months of the year 1900 it was 1,264,495. The tonnage of fishing boats is not included in these figures.

EXPORTS.

Among the most important articles exported in 1899 are the following:

	Tons.		Tons.
Wine and brandy	7,514	Dressed stone	6,222
Empty barrels	6,764	Cotton goods	439
Paper	446	Hides, etc	313
Crockery and glassware	1,138	Wheat and wheat paste	1,467
Metallic articles	449	Salt	212
Wooden articles	1,045	Cordage	158
Fish	1,839		

The quantity of exports indicated by the figures, 31,734 tons, gives no idea of the amount of goods sent out of this immediate district. Probably, the exports from Cognac alone would more than equal 25,000 tons. It is safe to say that less than one-third of the products exported from this district pass through La Rochelle, owing to the lack of steamship communications direct with England, the United States, and the Far East. Merchandise destined for these countries goes by way of Havre, St. Nazaire, Pauillac, or Marseilles.

IMPORTS.

Vast quantities of merchandise coming from the United States are introduced into this district by way of Havre or Bordeaux. Important among these, during the last twelve months, have been 20 locomotives, many hundred tons of agricultural machinery, immense quantities of dried fruits and pork products, besides copper ingots, cotton, bicycles, etc., all of which, with the exception of 500 barrels of lubricating oil, came by other ports than La Rochelle. Among artiticles imported in larger quantities during 1899 are dried and salted fish amounting to 4,210 tons.

	Tons.		Tons.
Building wood	11,458	Nitrate of soda	16,115
Wood pulp	3,465	Phosphate stone	16,690
Wine	35,141	Iron pyrites	12,753
Brandy	2,060	Petroleum	4,364
Coal	361,016	Chemicals	2,077
Coal tar	4,710	Cotton, raw and manufactured	281
Superphosphate of lime	9,644	Jute	675
Chemical fertilizers	3,990	Grain	555
Sulphate of copper	142	Fish oils	239
Ammonium salts	718	Cheese	153
Chloride of potassium	538	Iron and steel	81

The commercial importance of this port is further demonstrated by the large number of lines having reguar sailings from it. The following are the regular steamship lines now coming to La Rochelle:

FRENCH COMPANIES.

Name of company.	Principal office.	Sails.	Destination.
Compagnie Générale Transatlantique.	Paris	Weekly	Coasting vessels communicate with the company's regular services. Arrives Saturday; leaves Monday for Saint Nazaire or London.
Bateaux à Vapeur du Nord.	Dunkerque	Every 15 days	Bordeaux, Marseilles, Mediterranean ports, or for Havre, Boulogne, Dunkerque.
Bossut-Plichon	Roubaix	do	Bordeaux, Brest, Havre, Boulogne, Dunkerque.
Delmas Frères	La Rochelle	do	Bordeaux, Algeria, and Tunis.
Les Fils Conseil	Bordeaux	Weekly	Spain, Portugal, and Algeria.
L. Flornoy et Fils	Nantes	do	Bordeaux, Nantes, Pasages.
A. Légal Fils et Cie	do	2 or 3 times a month.	Bordeaux, Bayonne, Les Sables d'Olonne, Nantes.
A. d'Orbigny, Faustin et Cie.	La Rochelle	Frequent	Bilbao, Cardiff, Newport, Swansea.
Société des Vapeurs de l'Île de Ré.	do	Every day	Ile de Ré.
Compagnie Rhétaise	do	do	La Rochelle à la Flotte. La Pallice à Sablanceaux.
Société des Vapeurs de l'Île d'Oléron.	do	do	Ile d'Oléron.
Worms et Cie	Paris	Every 15 days	Brest, Havre, Paris, Rouen, Hamburg.

FOREIGN COMPANIES.

Name of company.	Principal office.	Sails.	Destination.
Pacific Steam Navigation Co.	Liverpool	Every 2 weeks	La Carogue, Vigo, Carril, Leixoes (Porto), Lisbonne, St. Vincent (C. V.), Pernambuco, Bahia, Rio de Janeiro, Montevideo: Punta Arenas (or Sandy Point), Coronel, Talcahuano et Valparaiso.
Do	do	Every 28 days	La Pallice: Rio de Janeiro, Punta Arenas, Coronel, Talcahuano, Valparaiso, Coquimbo, Caldera, Taltal, Antofagasta, Iquique, Pisagua Arica, Molendo, Pisco, Callao, Salaverry, Pacasmango, Eten, et Central America.
Compagnie Royale Néerlandaise.	Amsterdam	Every Saturday	Amsterdam, Germany, Baltic, and East Indies.
Campañia Sevillana de Navegación á Vapeur.	Seville	Frequent sailings.	Huelva et Seville.
Dampskibsselskabet Garonne.	Christiania: Managers, Fearney et Egers.	Every 3 weeks	Christiania, Christiansund, Bergen, Drontheim, and all Norwegian ports.
Adolf Deppe	Anvers	Monthly	Antwerp, Brussels, Belgium, and Hamburg.
Finska Angfartygs Aktiebolaget.	Helsingfors	Every 20 days	Abo, Liban, Reval, St. Petersburg, and Finland.
Det Forenede Dampskibs Selskab.	Copenhagen	Every 2 weeks	Copenhagen; all German and Russian ports on the Baltic.
Stockholms Angfartygs Rederibolag.	Stockholm	Every month	Sweden; all Russian ports on the Baltic.
Swenska Lloyd	Gothenburg	Every 3 weeks	Gothembourg, Malmo, Stockholm, and other Swedish ports.

It should also be mentioned that the new Franco-Canadian line has already made its first call at this port.

GEORGE H. JACKSON, *Consul.*

LA ROCHELLE, *November 21, 1900.*

LYONS.

There has been no marked change in the commercial and industrial situation in Lyons since my last report on that subject, and as to the transactions between this country and the United States, there is but little new to record. Large sales of American coal in this district depend solely upon improved means of transportation between the two countries. I have had frequent demands for American iron and steel, but a correspondence with American producers has resulted in discovering the fact that they could do no more than to supply the home market. In answer to demands for American-made boots and shoes, especially the latter, I have been compelled to say that our people refused to entertain offers for trade with this country, on account of the high tariff duties encountered at the frontiers of France. American foot-wear is very popular in France, and many dealers palm off their own goods under an American label.

Since I introduced the subject of American wheat for edible pastes, a number of experts have examined the samples sent me from Texas. Without exception, they pronounce the quality good and express the opinion that wheat can be grown in Texas of the hard, glutinous kind, from which the best of macaroni and vermicelli can be made. The importance of this discovery will be better understood on reading that portion of this report where the subject of edible pastes is treated.

THE CHAMBER OF COMMERCE REPORT.

From the advance sheets of the forthcoming report of the Lyons Chamber of Commerce, I am enabled to give some details of the business of 1899. A report on the foreign commerce of France for the first eight months of 1900 is given in another place in this dispatch.

The manufactures of Lyons include almost every production that enlists the energies of modern enterprise, but the chief industry of this city is the production of silk and the pursuits that enter into it. The condition of this great industry is marked by a slight increase in the number of pounds of raw silk received and prepared at the Lyons condition house, the amount being 115,917 bales, weighing 7,558,720 kilos (16,629,184 pounds), as against 99,254 bales, weighing 6,462,639 kilos (14,217,805.80 pounds), for the preceding year. This is an increase over any year in the last decade.

PROSPERITY ONLY IN LARGE CENTERS.

The report of the Lyons Chamber of Commerce, in a tabulated statement, demonstrates that the silk business is growing only in the larger centers of trade and that in the smaller ones it is declining, a fact that is noticeable also in the dyeing and tanning industries.

The value of the silk manufactured at Lyons in 1899 was $90,200,000, against $83,000,000 in 1898, which was an increase of $5,000,000 over 1897. The growth of 1899 was principally in mixed plain goods, foulards, crepes, mousselines, and passementeries.

It may be divided as follows:

Pure silk goods	$29,920,000
Silk mixed, cotton and wool	27,660,000
Divers goods, crapes, mousselines, tulles, foulards, and goods for the "Levant"	32,620,000
Total	90,200,000

At one time, the best customer of the Lyons silk mills was the United States, which, before the war of secession, bought annually $30,000,000 of their products. Now, our purchases amount to from $10,000,000 to $12,000,000. French writers on this subject unite in attributing this change to the American protective tariff, which has enabled the people of the United States to supply their own wants. Its present production is two-thirds that of France.

EDIBLE PASTES.

The manufacture of macaroni, vermicelli, noodles, etc., was started in Lyons in the beginning of this century. In 1858, the total daily output was from 600 to 800 pounds. To-day, the industry in Lyons is carried on in nine large factories, employing 1,500 workmen, with a daily product of 150,000 pounds.

The consumption of these pastes is largest in the winter. It declines when the summer vegetables come.

The semolina from which these pastes are manufactured comes largely from Marseilles, where it is made from Russian and Algerian wheat. The same kind of hard, glutinous wheat can, and undoubtedly will, be produced in Texas, which will cause a revolution in this industry.

Only about 20 or 25 per cent of the product of the Lyonnese macaroni mills is exported. Formerly, France exported considerable of this article. Since 1870, edible paste mills have been established in many other countries. There are now 100 in Germany, where there were none thirty years ago. They supply the entire home market and make heavy inroads upon the export trade of France.

HIDES AND LEATHERS.

This industry is considered the third in importance in this part of France. In 1889, the importations of leather into France amounted to $44,353,037. In 1898 they had fallen to $3,243,148. In 1889, the exportations were $37,192,393. In 1898, they had increased to $40,068,701. The aggregate of the imports and exports in 1889 was $81,545,430. In 1898 they were $72,711,849. This decline in the aggregate value of the trade is due largely to the fall in prices, as is shown by the steady increase in the volume of both exports and imports, especially the former.

Statistics place the number of hides of cows and bulls annually tanned in Lyons and the immediate neighborhood at 100,000. Value of raw material, $600,000 to $700,000; value when finished, $1,000,000 to $1,200,000. Goatskins, 300,000; value—raw, from $900,000 to $1,000,000; finished, about $1,400,000. Sheepskins, 60,000; value—raw, $140,000 to $160,000; finished, from $200,000 to $220,000. Total for the department, from $3,600,000 to $4,000,000. About one-third of this product is consumed in and around Lyons.

The leather trade complains of the competition of other countries, especially that of the United States. We import fine grades of leather from France, and we export to France large quantities of glazed kid. Our own market is almost independent of France, but we will perhaps always import fine French calf.

In 1889, the domestic leather trade of France aggregated $600,000,000. It is believed that the same trade, measured in francs, is now but little in excess of that figure, though the volume has almost doubled. A writer commenting on this phase says:

> The small shops which were scattered all over the country, in every town and burg, tanned the leather brought to them, and each tanner thus produced a little of every kind of leather called for by his customers. * * * Now, the business has been specialized, work is done cheaper and better, and the larger manufacturers have replaced the smaller ones.

METALLURGY AND HARDWARE.

The chamber of commerce report places the number of metallurgical establishments in Lyons at 400, employing from 13,000 to 14,000 hands, and doing an aggregate business of from $16,000,000 to $20,000,000 per year. Within the last year, two large automobile works have been built here. One-third of the metallurgical products of this city is consumed in Lyons, a second third in other places in this country, and the other is exported. The factories and mills are devoted to the making of locomotives, motors, bicycles, automobiles, steam boilers, bridges, utensils in copper, nails, and the usual articles in iron.

The houses which some years ago furnished fine French hardware to the United States have almost entirely lost that trade within the last two decades, and they are enabled to hold their own market here only by a protective tariff. Needles, fishhooks, anvils, steel pens, and a small quantity of cutlery are imported from England. American stoves, base-burners and smaller heating stoves, find a steady market here, the French make being unable to replace them. A very small stove, of iron and porcelain, having an excellent heating capacity, manufactured in Ireland, finds a ready sale here at from $16 to $20.

American saws and other woodcutting instruments are pronounced the best in the world, because Americans are the greatest wood-using people. American wrenches are seen in some stores, but the German article is the most common, on account of its cheapness. Agricultural implements of American pattern and bearing an American name are met with in every county fair, and are highly prized. They are generally manufactured in France, on account of the high tariff duty. Farmers have told me that they prefer to buy the Ohio and Illinois harvesting and haying machines, notwithstanding the increased cost.

CHEMICAL INDUSTRIES.

But little change is to be noted in chemical industries during the past year, although the aggressive competition of Germany and England is complained of. The chemical industrial school of Lyons receives a bounty of $2,400 per year from the chamber of commerce of Lyons, and extraordinary facilities are afforded to the employees of the dyeing and chemical works to combine theory with their daily practice. The chemical works and tanneries of France employ 59,850 horsepower, of which nearly 6 per cent is in Lyons and the immediate neighborhood. The employees in the Lyons chemical works number 3,500. The products are:

	Tons.
Sulphuric acid	26,000
Chloridrique acid	16,000
Soda, salts	13,000
Bone fertilizer	25,000
Mineral fertilizer	14,000

	Tons.
Gums and gelatines	4,500
Phosphorus	150
Citric acid	200
Boric acid and borax	1,500

The chamber of commerce report notes but "a feeble development in chemical industries in France during the past ten years."

"The growth of exports is almost evenly counterbalanced by the growth of imports. It is, above all," adds the report, "England and Germany who export their products to France. English importations, which footed up to only $3,600,000 in 1887, were $5,000,000 in 1896. German importations, which were only $1,760,000 in 1887, were $4,120,000 in 1896."

The Germans, according to the opinion of many, are the most formidable competitors that France has to deal with. It is charged that they sell unnecessarily low in order to discourage competition.

The head of the principal chemical factory in Lyons assures me that the success of England and Germany in the French market is due to their superior means of transportation, cheaper freights, better facilities for receiving raw material and for expediting the finished product. They have also cheaper raw material for producing various chemical products, such as alizarine or Turkish red, and goods derived from tar. The increased chemical importations from Germany and England consist largely of raw material employed in the French dyeing and chemical works.

Up to the present time, Lyons has imported indigo from the Dutch and English Indies, but an artificial indigo manufactured in Lyons has recently been introduced and will soon be produced in quantities sufficient to supply this market.

Lyons has 35 large dyeing establishments, which employ 8,000 men, 2,000 women, and 1,500 children. They are occupied chiefly in connection with the large silk industry of this city.

FOREIGN TRADE.

In the foreign trade of France, but little variation is noticeable in the first eight months of 1900 over the same period of 1899. I append the following figures for 1900:

Imports	$599,973,200
Exports	533,065,600
Excess of imports	66,907,600

The figures for the first eight months of 1899 are:

Imports	$604,782,400
Exports	531,552,200
Excess of imports	73,230,200

The country with which France did the largest volume of foreign trade was England, the importations into France from that power being, for the first eight months of 1900, $78,404,400, an excess of $1,000,000 over the first eight months of 1899. Russia bought of this country, during the first eight months of 1900, $4,458,200 of goods, and for the same period of 1899, $4,627,600. During the same period, the United States bought of France $31,698,600 for 1899, and $35,919,800 for 1900.

All the figures in regard to the trade between the United States and France are misleading. Much of what is credited to England really came from the United States. I know importers in this city who have told me that their American merchandise formerly came through Denmark, because that country had a lower tariff with France.

NOTES.

Smoked salmon.—Inquiries made in a large number of French shops show that while American canned salmon is by no means highly appreciated and finds but a relatively small sale, smoked salmon, on the contrary, is being more and more consumed and commands a very high price—in Paris as much as from $2 to $2.10 per pound. This smoked salmon comes in general from countries in which peat is largely used for fuel. It will probably be well worth while for parties interested in the salmon industry to make experiments with a view of seeing whether salmon cured in peat smoke would not command a good market and better prices than that put up in tins. This can easily be done, because there is no lack of peat in the regions where quantities of salmon are caught.

Salted butter.—Until recently, the butter generally used in France has been fresh; that is to say, not at all salted in the making. It must in consequence be used within a few days after being churned.

Of late, however, slightly salted butter is becoming fashionable, and this may possibly open up a new market of sufficient importance to make it worth while for those interested to study the matter carefully.

Two classes of butter are sold salted; that is, worked up with a slight proportion of salt, as is done with nearly all butter in America. These two classes are, first, a good kind of common butter, which is used in France principally for cooking purposes; and secondly, a high grade of fancy table butter, slightly salted, put up in small earthenware jars of about 2 pounds. It is becoming fashionable to place these jars upon the table and to use the butter directly from them, the butter being sufficiently salted to keep. This change of fashion may possibly open an outlet for the American product.

Sweet Florida oranges.—I am informed that many efforts have been made from time to time to send American oranges to France, and that these efforts have almost invariably failed. During last winter, however, some Florida oranges were sold in Paris at extremely high prices; some of the best shops charge as much as 1 franc each (20 cents) for them.

The reason for this apparent contradiction may be of interest to producers in America.

The general supply of oranges for France comes from Spain, those from the regions of Valencia being the most appreciated. These oranges are very fine, are sold cheaply, and at any time later than the beginning of February, would probably always undersell and drive out American oranges, simply because Spanish oranges become sweet and of good flavor late in the season, during February and March. The reason why Florida oranges were sold at extremely high prices during December and January was that at this time of the year they were found to be as sweet as the Spanish oranges are normally in the month of March, whereas the Spanish oranges were still sour. This may afford a useful indication to American producers.

JOHN C. COVERT, *Consul.*

LYONS, *October 4, 1900.*

TRADE OF FRANCE IN 1900.

The French customs authorities have given out advance sheets of the commerce of 1900, from which I condense:

The volume of foreign trade for 1899 was $1,734,200,000; last year it was only $1,697,300,000, a falling off of $36,900,000. The loss in importations was $22,000,000; in exportations, $14,900. In importations there was an increase in manufactured articles of $22,800,000, and a decrease in food stuffs. There was also a reduction in imports of material necessary for manufacture, of over $20,000,000. A decrease is reported in the export of raw material used in manufactures, and as the production was as great as in the former year, it is supposed to have been worked up at home.

I translate briefly:

> Considered in its entirety, business in France did not increase, as was expected, in 1900. It should be remembered, however, that 1899 was a particularly active year for our commerce and industry. In 1898, the total of our foreign exchanges was $1,596,600,000. It did not exceed $1,550,800,000 in 1897. In 1896 it had only reached $1,439,800,000. In 1895 we saw it reduced to $1,418,800,000. The progress in 1899 and 1900 was therefore quite noteworthy, but we must not raise any false hopes on account of it.

The report sets forth that the French foreign exchanges have really increased but very slightly during the last ten years, while those of Germany have grown over $400,000,000, Italy $180,000,000, Austria-Hungary and Belgium each over $160,000,000, China over $200,000,000, and Japan over $300,000,000. Great Britain, whose commerce alone equals that of France and Germany, has increased about $400,000,000 in the last decade. It adds:

> England is our best customer. In 1900, she bought of us $257,800,000; next come Belgium and Switzerland, the first buying $118,600,000 of our merchandise in 1900, and selling us only $77,800,000. The second bought of us almost twice what she sold us.
>
> The difference between our exports and imports with Germany in 1900 was $9,600,000, our imports having been $82,400,000 and our exports $92,000,000. Italy imported $33,200,000 of our products and sold us $29,400,000. With all other countries, our imports exceed our exports.
>
> Here are a few sample figures: We took from the United States $92,000,000 of merchandise and sold them $50,800,000. In Spain it was $42,700,000 against $28,200,000; Russia, $40,790,000 against $9,900,000; Austria-Hungary, $16,700,000 against $3,400,000; Brazil, $15,500,000 against $5,600,000; Argentina, $48,300,000 against $9,500,000.

There was a slight falling off in the exports of silk, as will be seen in the following table, which gives the sales for two years:

Countries.	1900.	1899.
England	$23,408,000	$26,861,467.20
Germany	3,787,000	4,540,837.20
Belgium	2,509,600	2,101,750.60
Switzerland	2,298,000	1,736,002.80
Italy	612,800	528,588.80
Spain	1,164,600	2,015,555.20
Austria-Hungary	285,800	331,430.60
Turkey	1,104,800	1,296,565.40
Russia	165,400	173,600.00
United States	10,411,400	10,613,511.40
Brazil	110,400	105,135.60
Argentina	189,200	186,193.80
Other countries	6,543,600	5,176,562.60
Total	52,590,600	55,667,201.20

JOHN C. COVERT, *Consul.*

LYONS, *February 4, 1901.*

MARSEILLES.

France continues at peace with herself and the world. If politics has absorbed public attention, the wheels of industry have not ceased to turn. Crops, the basis of all wealth, have been good, although prices have been low. The people are employed, wages are slowly increasing, and a good average of contentment exists. Of all the great powers of Europe, France alone could stand isolation without a severe shock. The colonial empire is developing, not rapidly enough to satisfy, but still developing. The protective tariff system, notwithstanding its defects of detail, obtains credit, and is fixed in popular esteem. Spurred into activity by competition from without, and especially by the commercial renaissance of Germany, workshops good enough twenty-five years ago are undergoing a revolution in material and organization. The corporation, inch by inch, is supplanting the family in the control of producing institutions. Great trusts are rare, because France is essentially a country exploiting specialties in variety, for which limited demand exists. Nevertheless, large corporations are absorbing smaller ones. Groups of factories have now one head, each of which but a few years ago was a law unto itself. The people, encouraged to take shares in these enterprises, are beginning to do so, and statutory law protects these small investors from unscrupulous machination of their properties by speculators. Very interesting, often very remarkable, is this unfolding of the French democracy in business, politics, and society, in a land of precedents and traditions. The growth has been slow, but sure, and in the process thereof rainbow visions of equality and fraternity, merely written into law, are no longer confused with the vital facts of progress. Thus good sense has been seen to triumph over apparently insuperable political difficulties in the past year, and the existing order obtains another proof of its security.

Commerce with America grows and will continue to grow as our exporters learn more and more the nature of the market. This knowledge must come by personal study or the collection of information of a specific character by correspondence. An examination of neglected statistics will furnish many a hint to the American manufacturer.

The total importations into France last year amounted in value to $813,881,000, and importations for several years have ranged about that figure. When I say that the American share of these imports is steadily increasing, I purposely exclude consideration of food stuffs imported into France. If we simply take the totals, the figures appear erratic. This is necessarily so, as France imports wheat occasionally only, to supply shortages and for special manufacturing purposes. This demand is consequently capricious, while our general trade shows steady progress, although our goods pay the maximum rate of duty imposed against imports. These are the figures therefor:

Total imports from United States into France.

1899	$77,148,662.00
1898	120,310,412.50
1897	84,445,079.30

Total imports from United States into France, less breadstuffs.

1899	$71,989,579.00
1898	67,707,330.00
1897	68,275,235.50

Total exports from France to the United States.

1899	$45,604,935.00
1898	40,470,277.00
1897	46,737,275.00

Commerce of Marseilles (exports and imports of gold and silver not included).

Year.	Imports.		Exports.	
	Quantity.	Value.	Quantity.	Value.
	Metric quintals.		*Metric quintals.*	
1899	30,816,183	$250,750,695	21,033,525	$179,376,670
1898	31,958,671	224,105,597	18,818,086	152,511,379
1897	28,477,444	220,567,039	18,990,330	166,402,457

Total exports from Marseilles to the United States.

June 30—	
1900	$5,414,536.75
1899	4,129,263.24
1898	3,458,853.28

NOTE.—These figures relate to local commerce. In addition thereto, a very large proportion of all merchandise forwarded from or received in France is transshipped at Marseilles.

MERCHANT MARINE.

As Marseilles is one of the half dozen greatest ports of the world, enjoying an extensive commerce in all parts, the following table is of real service, as tending to show the forward strides being made by the European nations which are competing with Great Britain for control of sea power:

Shipping at Marseilles.

Flag.	Arrivals and clearances.		Tonnage of merchandise arrived and cleared, 1899.
	Net tonnage, 1898.	Net tonnage, 1899.	
French	6,179,620	6,736,221	3,087,883
British	1,672,803	3,081,470	1,201,188
All other nations	1,818,150	2,773,047	1,545,396

NOTE.—British tonnage has increased more rapidly than miscellaneous tonnage, because several important regular British lines make Marseilles a port of call, merely for passenger traffic. It will be observed, however, that the merchandise transported to and from Marseilles under flags other than French or British was greater, actually and relatively, than that transported under the British flag.

Such changes as have taken place in the shipping attached to this port would not instruct the reader, and I have not deemed it important to include complicated statistical tables in this report. American trade is to be served through the coming year, in addition to established lines, by the Hudespeck transportation line, with headquarters at Norfolk; and the Cyprien Fabre Company has two fine steamers upon the stocks which will be added to the fleet sailing between Marseilles and the United States. These will be 15-knot ships of 5,000 tons each. During the year 1899, 126 ships cleared from here for United States ports, and 65 during the first half of 1900.

Enormous as has been the growth in the amount of British tonnage at this port, that of several of the smaller maritime nations has been relatively much greater. This is attributed directly to the greater economy with which the Germans, Austrians, Danes, Spaniards, Greeks, Italians, and Russians handle their ships, the cost of labor thereon averaging scarcely more than one-half the average wages paid to the British able seamen. Nine-tenths of the British tonnage entering this port is controlled by corporations having unlimited capital for their business, fleets of fine modern steamers, and every facility for handling freight economically. In spite of the favorable conditions under which these English companies are operated, shipowners representing other nations are constantly buying obsolete ships in Great Britain, and putting them into commission upon such terms as to stifle competition. Until a few years ago, the wheat brought to Marseilles from the Black Sea was all carried under the British flag, but at the present time, this merchandise is landed here at a lower rate by the smaller craft owned by Mediterranean nations. In ten years, Austrian tonnage at the port of Marseilles has increased 300 per cent; Danish, 100 per cent; German, 125 per cent; Spanish, 50 per cent; Greek, 50 per cent; Italian, 50 per cent, and Russian, 600 per cent. Japanese tonnage has increased from nothing to 194,588 tons. The only decrease noticeable is in the Scandinavian column, and the same shipping which formerly came here is occupied elsewhere upon more profitable terms. These percentages are based in some cases upon the small amounts of actual tonnage, but the proportions nevertheless bear out the facts remarked. The crews of British ships are no longer what they once were, and such as still consist of European seaman will be found to include representatives of every nation, and all indications are that the typical British able-bodied seaman, requiring higher wages and more and better food than his competitors, is becoming an extinct species. Such lines as the Peninsular and Oriental, Orient, and British India come into port regularly with a full complement of Lascar Indians, officered by Englishmen. When rates are high and tonnage scarce, as at present, this tendency progresses less rapidly perhaps, but the work of equalization along the lowest level goes steadily on in spite of everything, except where it is arrested by artificial means, as in France. It is an economic absurdity to expect any other result.

The position of France is peculiar. She can guarantee no vast tonnage for both outward and inward trips like her competitor, Great Britain, for example, which looks to foreign nations for all raw material, and returns the same ships laden with manufactured products or coal. It is held to be good public policy in this country to support the merchant marine by the payment of subsidies. There is no question in the minds of any considerable party of French people as to the wisdom of this measure, from the point of view of national defense as well as of national commerce. Differences discussed from time to time are differences of detail.

No American merchant ship has been seen in this port for years. The obvious answer to the question why this is so is that American capital finds better remuneration in other lines of business. In the face of the facts, there seems to be no room for a reconstruction of our merchant marine unless we are prepared to accept the conditions laid down for us by our competitors, or else to make good the losses of shipowners by an equitable premium system. As a nation, we are not as favorably situated as Great Britain to assure outward and inward cargoes at all times, and thus we have another difficulty to contend with. Until we can reconcile our differences and in some manner put our flag upon the seas, we shall continue to pay such freight charges as are imposed upon our commerce by British shipowners. Thus, for example, when war breaks out in South Africa, in which we have no material interest whatever, the ships which we rely upon to transport our merchandise are suddenly withdrawn to move British troops and supplies, freight rates are unexpectedly demoralized and increased, and the American citizen pays out of his own pocket this advance, and thus indirectly contributes in no small measure to the carrying on of an enterprise in which he has no concern.

With a population of 10,000,000, more or less, in the Philippines, it has occurred to me on different occasions that we might turn to them to assist us in this matter of the merchant marine. These little Filipinos are now transacting an important coasting trade among their own islands. I frequently encounter them in this city as sailors, in which capacity they give entire satisfaction. They are obedient, active, highly intelligent, clean, and willing to work for low wages. They are accustomed to employment in tropical climates, whereas European crews require relief crews of natives while traversing the Red Sea, for example. This is a new element in our national existence. The employment of Filipinos would not displace native American sailors, as the latter are comparatively rare and are needed for the coast and lake trade. One sees many so-called "American" seamen in Marseilles, but they almost invariably prove to be foreigners of a low type. I have heard of alleged American seamen in search of relief presenting themselves at five different consulates in this city and showing naturalization papers in each one. To rear a race of seamen who can compete with the cheap labor now building up the merchant marine of half a dozen powers will not be the work of a day, but assisted by wise legislation, a way will be found out of our present situation.

The following table shows in sufficient detail the maritime business of this port:

General movement of navigation.

Year.	Number of ships.	Tonnage.	Tons of merchandise.	Crews.
1899	17,819	12,590,738	5,834,467	515,899
1898	16,784	11,998,492	5,595,647	481,662
1897	15,731	10,712,201	5,202,601	395,605
1896	16,290	10,548,261	5,191,557	405,496

UNITED STATES COAL.[1]

The most gratifying feature of the exchanges between this city and the United States is the fact that American coal appears for the first time as an article of import, and the experiment in this city having succeeded, has given occasion to similar importations, either actual or contemplated, in Algiers, Genoa, Naples, Venice, Pola, and Trieste. Marseilles has heretofore required about half a million tons of Cardiff coal annually, almost exclusively for navigation purposes. Importations during the first six months of 1900 were as follows: From

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[1] For later reports as to the coal situation in France, see Advance Sheets of Consular Reports Nos. 974 and 994.

England, 457,752 tons; Italy, 713 tons; Turkey, 5,201 tons; United States, 7,739 tons.

These figures do not explain that the relatively small amount imported from the United States consists of preliminary shipments on contracts for large quantities, for which tonnage has been hard to obtain, the balance of which is now coming forward rapidly. In the early part of the year, the experiments were principally made in various manufacturing institutions in the south of France—the region of the Lower Loire—and in Germany, with results reported to me as satisfactory. A more important experiment was also made by the Paris, Lyons, and Mediterranean Railway Company, which contracted for 40,000 tons, only a small portion of which has been delivered. This company is so well satisfied that negotiations for other contracts have already been instituted. There is considerable talk about exportations to northern European ports, and even to London itself; but while it is no longer safe to be skeptical as to the success of any commercial enterprise, it is at least more probable that a permanent demand for American coal will be found mainly in the Mediterranean and far Eastern ports, where the question of freight does not play so important a part.

With respect to the navigation-coal trade, one may say that the year 1900 has been a period of experiment, likely to be followed by importations of real importance from the United States during the year to come. An actual contract has been made by the Compagnie des Messageries Maritimes for 10,000 tons of New River coal, and trials of this same coal are to be made by the Peninsular and Oriental, Bibby, Orient, British India, Alfred Holt, and other less well-known companies. At Havre, the Compagnie des Chargeurs Réunis has received one cargo of Eureka and one of New River coal; and at Amsterdam, notwithstanding its proximity to England, the Stoomvaart Maatschappig Nederland has purchased a small lot. Las Palmas, Rio de Janeiro, Buenos Ayres, and the ports of the Antilles may be said to be buyers of American coal under such circumstances as to permit of no doubt of the permanency of the demand from those quarters.

So hopeful is the outlook in Marseilles that the Hudespeck Transatlantic Line, with headquarters at Richmond, Va., has been organized to provide regular sailings from Newport News to Marseilles, touching also at Naples and Genoa, as occasion may require. Sailings every three weeks have been contracted for, and coal is to be brought on when other cargo does not offer. Return cargoes of iron ore from Huelva, Spain, will be relied upon.

On August 1, as I write this report, Cardiff navigation coal costs the dealers in Marseilles 31s. ($7.52) and Pocahontas, 27s. 6d. ($6.68). This is on a basis of freight from Cardiff at 10s. 6d. ($2.55), and from Norfolk, 17s. 6d. ($4.25). The dealers here claim that this apparent difference in favor of American coal is reduced to not over 3s. (73 cents), because of the increased cost of handling American coal. The Cardiff coal is so large in size that the best lumps may be used to construct retaining walls on the quays when the cargoes arrive. American coal is so small and friable that this can not be done, and to store it properly, retaining walls must be built of large baskets filled with coal. In passing, I may say that on every hand I am assailed with comments on the comparative smallness of our coal. Cardiff navigation has been so long and so favorably known in this market that another product is immediately considered in comparison with it, and in appearance, at least, the importations from the United States have been inferior. Under easier market conditions, we would have a much more difficult time in selling our coal, because of this criticism. I know of a number of small consignments of coal—notably those brought over from New York in lots of 500 and 1,000 tons to complete cargo—which were found to be so unsatisfactory upon arrival that the consignees finally disposed of them by mixing them with Welsh coal, and it has been proposed to do this mixing on a very considerable scale here, unless the prejudice against small coal wears away, or American shippers find it possible to improve the character of their consignments. I am satisfied that much of this coal complained of leaves the United States in fairly good shape, but being naturally friable and shattered by powder, which is used in the United States much more extensively than in Wales, and being then shipped 5,000 miles and handled at least twice and perhaps three times before it is delivered into the ship's bunkers, it is reduced to mere slack when it reaches the foreign consumer.

Most of the coal being sold here to the navigation trade brings 25s. ($6.07) to the dealers, although it costs them considerably more. They are obliged to make this sacrifice, as the contract price for this year was fixed at 25s. last October. Being obliged to deliver, even at a loss, they are naturally displaying considerable energy in urging shipowners to accept American rather than Cardiff coal, but whether this enthusiasm will continue when next year's contract prices have been fixed will depend upon conditions. As I have explained in a special report[1] the owners of the principal British lines make annual contracts in London for delivery throughout the year at the various ports of call reached by their steamers. At the present time, it is difficult to get Cardiff coal at all—first, because mine owners are doing their best to keep up prices; second, because there is a good demand for coal throughout Europe, and third, because British miners, benefiting by the sliding scale of wages, are less and less willing to work as the price of mining advances. Therefore, shipowners are inclined to be yielding and to accept American coal at the price they have agreed to pay for Cardiff, because they know that the coal contractors are losing money. I have before me a circular issued by Hull, Blythe & Co., of London, which says:

> For some time past, owing to the sustained inordinate general demand for Welsh steam coal at a time when the production is being steadily diminished by the miners, we have found great difficulty in maintaining sufficient supplies of this description at some of our foreign stations. One of our largest colliery dealers in South Wales has, for several months past, been unable to give us the monthly quantities to which we are entitled under our own contract, and has now notified us that this state of things must be expected to continue for the remainder of this year.
>
> Under these circumstances, we beg to inquire whether, in the event of our supplementing our stocks at certain stations with Pocahontas coal, you would be disposed to assist us by taking a portion of this description under our contract with you, in lieu of Welsh coal. Pocahontas coal we have found from long experience to give steaming results closely approximating if, indeed, not fully equal to the best Cardiff, and the cost of laying down the same will be considerably more than that of the Cardiff coal contracted for by us to meet our requirements at the depots for the present year, and will therefore certainly involve a considerable loss to the suppliers.

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[1] See Special Consular Reports, Vol. XXI, Part I, Foreign Markets for American Coal.

These gentlemen annex to their circular a blank form to complete contracts with American coal, intended to be signed and returned by their customers.

While the present standard of prices is unlikely to be reduced for some time, the possibility of a reduction is one which should be confronted, in order that we may retain the hold that we have secured upon the export trade. Cardiff coal at 21s. ($5.11) at Cardiff is about double normal prices, and the difference between the cost of Welsh and American coal at delivery ports is some 4s. or 5s. (97 cents or $1.21). A break in that amount at Cardiff would be most difficult for the American exporters to meet under present freight conditions. When we have secured large cargo boats, or perhaps learned to utilize as coal transports the fleet of ore carriers now frozen up during the winter on our Great Lakes, we will have done much to save the situation. It is but a step from this consideration to that of our merchant marine, upon the building up of which the development of our coal trade depends to a large extent, not alone as a means of providing tonnage at low rates, but to consume coal when laid down in foreign ports. I leave the subject with the passing remark that France requires 42,000,000 tons of coal annually, of which domestic mines can supply but 30,000,000.

AGRICULTURE IN FRANCE.

Indebted mainly for this result to its system of tariff protection, the French Republic is now preparing to join the sisterhood of wheat-exporting nations, and to resume a position abandoned in 1850. A no less able authority than Professor de Laroque, informs me that ten years hence, France will have from 1,000,000 to 1,500,000 tons to spare annually for export. This situation, eminently satisfactory from a political and economical point of view, is not without its embarrassments. In the years of short crops, with a tariff of 7 francs per quintal, or 36½ cents per bushel, the farmer has inevitably obtained the foreign price, plus freight and duty. This condition no longer exists. While extraordinary climatic conditions may result in short crops from time to time, as was the case in 1897, it will be found as a rule that France has an ample supply for her own needs. French wheat has sold during the last twelve months at from 18 to 19 francs per quintal ($3.47 to $3.66 per 220 pounds) net to the farmer. Imported wheat, worth 16.50 francs ($3.18) in bond, sold for 23.50 francs ($4.53) duty added. Thus, the French farmer saw the foreigner obtaining over 3 francs more than himself for the same article, and naturally he revolted.

The fact that foreign wheat can be imported during years of French plenty, and sold for more than the domestic crop, arises largely from the application of a law, remitting the duty on wheat manufactured into flour for export. By imposing a duty on wheat imported for consumption, and remitting the duty when it was manufactured into flour and exported, the home market was protected and the export market preserved, when the domestic crop was short. In seasons of plenty, however, the French millers continued to import wheat, securing the rebate of 6 francs of the 7 francs of duty. In practice, the "permits" to enter wheat for export in manufactured form became merchantable and transferable documents, and upon the exportation of flour made of French wheat, foreign wheat was admitted virtually free.

The question possesses several entangling issues, all of which were thoroughly considered by the chamber in July, in consequence of which it is now proposed to abandon the present practice of remitting the duty on foreign wheat when intended for reexportation as flour, in favor of a system of bounties on exports of French wheat and flour, payable in custom-house credits on certain articles, and not redeemable in cash. This project has received the formal sanction of the chamber, but its sanction by the Senate in November is hardly expected. The proposed law is characterized by M. Meline, late chief of the ministry, and the apostle of the protective tariff theory, as "a leap into the unknown." The text of the measure is as follows:

ARTICLE 1. Until March 30, 1904, all exportations of wheat or flour, irrespective of origin, shall secure the delivery by the customs officers of a bond of importation, indicating

(1) The quantity and net weight of the aliment exported.

(2) (*a*) For wheat, the sum that this aliment would have been required to pay, had it been imported.

(*b*) For flour, the figure which will be determined by article 4. These figures will indicate the value of the bonds. These bonds will enable the holder to pay duties upon wheat, coffee, tea, and cocoa.

At the expiration of the period stipulated, this law will cease to be applicable, unless renewed.

ART. 2. The bond of importation can be transferred to buyer.

ART. 3. The validity of these bonds is limited to one year from their date.

ART. 4. An administrative order will regulate the amount by which exported flours shall benefit, according to their fineness.

Considerable importations of wheat are assured in France, whatever the domestic situation may be, because of the necessities of the great and growing maccaroni trade, which requires a hard wheat not grown in France at all. In 1899, for example, out of a total importation at Marseilles of 26,629,464 bushels, representing over half the total importations of France, 16,717,816 bushels arrived from Russia, of which probably 40 per cent consisted of the hard wheat mentioned.

A second reason for the continued importation of foreign wheat lies in the fact that domestic wheat is deficient in gluten, and to produce a flour that is satisfactory in this climate, it must be mixed with imported grain, the best of which thus far has come from Texas.

EDUCATIONAL WORK.

The attempt to make this country independent of the other wheat-growing nations, by means of a protective tariff, has been ably seconded during the last twelve years by the educational methods pursued. Prior to that time, French farming had not been improved by organized effort, and so conservative is the character of the people that Professor de Laroque tells me the Government work has been slow and its results not always encouraging. The movement has been pushed so persistently that the new generation is fairly equipped intellectually, and better results are obtained every year. The National Government maintains in every department a professor in chief, who has charge of experiment stations and directs the movements of one subordinate professor for each "arrondissement." Lectures are delivered at regular intervals in every community by these professors, who aim to place themselves in touch with individual farmers in every locality. Where they find an intelligent farmer, willing to adopt new methods, they provide him with new seeds or improved fertilizers, and through him furnish an object lesson for the entire neighborhood.

This work is supplemented by a system of primary education in agriculture. It is contemplated that every French child shall have some knowledge of the basic principles of farming. In large cities, like Paris and Marseilles, this instruction is limited, while in the rural districts close attention is given to the subject. The various departments of France are to a large extent a law unto themselves as respects the extent and nature of the course in agriculture. In the Bouches-du-Rhône, which includes the city of Marseilles, and is one of the richest regions of France, regular lessons in this branch have been given for years in fifty of the communes by twenty-five thoroughly trained instructors. A new system, however, has been put into effect this year, under which the teachers in the common branches hear classes in agriculture. For the purpose of supervising their work, the department is divided into ten districts, with a trained professor of agriculture in each one. These professors make suggestions to the teachers, and the teachers, instead of being examined themselves, are required to select by examination from their classes two pupils, who appear with their instructors at the headquarters of the agricultural professor in charge of the district. This class of selected pupils is thereupon examined, and rewards of no intrinsic value are given to the most successful children. The principal rewards are given to the teachers of the most successful pupils, these being in cash and almost doubling the teacher's annual salary. The spirit of emulation is already very active in consequence of the introduction of this system, and it is believed that when the pupils in the public schools take their place in the world as practical farmers, the advantages of the work now in hand will be made manifest.

STAPLE CROPS OF FRANCE.

The great staple crops of France continue to be wine, hay, and wheat. Of these three, by far the most profitable which the farmer in southern France can raise, is wine. Wheat, grown in a small way, upon expensive land, and sold at the prices which have prevailed for the last ten years, leaves little net profit. Such is the complaint, at least, although from 1879 to 1898 the average price per bushel in France reached $1.26. Furthermore, wheat can not be grown two years in succession in the same field. It is true that modern machinery is being used much more than heretofore in this country, but the land itself is divided into such small holdings that economical cultivation, as it is understood in the Western States of America, is very hard to put into practice. The cultivation of grapes, on the other hand, may continue indefinitely on the same land, and is least successful when undertaken on a large scale by proprietary farmers, who intrust the actual cultivation of the vineyards to tenants. The fertilization and irrigation of the vineyards, together with the other processes involved in the successful harvesting of the crop, is essentially a task to be performed by the actual owner of the soil. In recent years the good red wine produced in this region, a wine containing 9° of alcohol, has brought to the farmer from $2.31 to $2.90 per 26.41 gallons (1 hectoliter). Extra good wine can always be depended upon to bring higher prices, and at anything over $2.30 per hectoliter, the cultivator, has a highly profitable crop.

Meanwhile, the "vignerons" are also confronted with a prospective excess of production, encouraged by good but declining prices. The 1890 crop of 27,416,000 hectoliters (723,782,400 gallons) was valued at $190,831,426, while the 1899 crop of 47,907,000 hectoliters (1,264,744,800 gallons) was valued at only $241,131,449.

Exports for the same year amounted in value to only $42,405,574, or less than the imports, which were valued at $58,274,420. The foreign consumption of fine French wine is insignificant as compared with the domestic consumption of cheap red wines. The production, therefore, is dependent mainly upon domestic demands for its sale, and the foreign market is not susceptible of great expansion, as Italy, Spain, and other countries have a cheaper article to sell.

Olives, for many years regarded as an important staple crop of the southern part of France, have ceased to be profitable. The annual production in this department is usually about 300,000 quintals, of 220 pounds each, and for France entire, 1,500,000 quintals (330,000,000 pounds). Of late years Tunis and Algeria, with cheaper land and cheaper labor, have made it all but impossible for the French farmer to sell oil at a profit, and in the neighborhood of Arguières, within the last year, 40,000 olive trees have been uprooted to make place for something more profitable. The future of olive oil is regarded very gloomily by those interested in the cultivation of the trees and the pressing of the oil. The public taste has been so vitiated by the admixture of other vegetable oils in the olive oil of commerce, that a genuine oil at the present time is practically unknown in any important market, and would be regarded with suspicion as an inferior product by the average consumer, who prefers the neutralized taste of a mixture of olive and cotton or peanut oil to the fruity flavor of the pure juice of the olive. The olive oil exported to America is less open to suspicion than any other, as the consumption is limited and goods of high grade are required and obtained. Edible olive oil is still something of a luxury in the United States, while in Europe it is an article of necessity.

IMPORTATIONS OF WHEAT.

As heretofore explained, France continues to be a valuable customer for foreign wheat, even when the domestic product exceeds domestic needs. The United States share in such importations is not as large as it should be. The following table exposes the entire situation:

	1899.	1898.	1897.
	Bushels.	*Bushels.*	*Bushels.*
Total French importations	....	82,113,035	42,280,304
Total French crop	366,117,609	363,536,870	246,623,619

Annual consumption of wheat in France, including seed, 120,000,000 hectoliters, or 340,000,000 bushels.

Importations at Marseilles.

Country.	1899.	1898.	1897.
	Bushels.	*Bushels.*	*Bushels.*
Russia	16,717,816.65	21,082,300.32	14,998,031.19
India	2,297,032	3,732,679.10	....
United States	1,543,605.67	3,604,307	1,989
Algeria	2,338,781.06	1,283,762.33	....
Tunis	1,264,576.88	2,011,512.52	....
South America	736,293.15	972,876.63	....
Other countries	1,731,359	3,697,834	10,088,008
Total from all countries	26,629,464	30,385,271	25,088,028

Thus far, the United States has been unable to compete with Russia, Algeria, Tunis, and South America in supplying the hard wheat required for the "semoule" and macaroni trade. It may occasion surprise when I state that Marseilles is the most important manufacturing point in the world for the "semoule" into which hard wheat is converted, requiring annually over 8,000,000 bushels. The wheat is first ground into a coarse flour called "semoule," which loses its excellence within about six weeks, and is used extensively in soups and puddings, but is mainly manufactured into "pâtes alimentaires." This French term includes macaroni, vermicelle, and the same material worked into a hundred various shapes and forms. A wheat containing 36 per cent of gluten is required. The best semoule wheat is the Taganrok of Russia, and after it, the wheat of Algiers, Tunis, Syria, and the Argentine Republic. In my report of a year ago[1] I briefly mentioned the extensive demand in this market for hard wheat, hoping that some American grades might be offered to compete with the best exported from Russia and Algiers. It seems, however, that the United States has nothing to offer in the way of a really hard wheat, suitable for the macaroni trade, and the only samples that were forthcoming proved to be soft and uneven.[2] Recently, the Department of Agriculture has interested itself in the matter as a result of last year's report, and Mr. Walter T. Swingle, the Department's explorer, is now returning to the United States, after a protracted stay in Algiers, with samples and full information, from which it is hoped that a start will be made in hard-wheat cultivation in the United States. Success in the direction indicated should not only open a valuable market in France and Italy, but, more important still, should lead to a knowledge among our own people of the valuable food properties of semoule and edible pastes generally. To the average American, knowledge of these matters is limited to macaroni, too often tough and stale, and poorly cooked. In France, macaroni is eaten in a hundred different forms, and is a cheap and satisfactory staple, appreciated alike by rich and poor. When it becomes understood that semoule and edible pastes are at their best when fresh, it will dawn upon American millers that, provided with proper wheat, they can build up a local trade of considerable extent in these products, as it will upon the consuming public that a valuable family dish has been long neglected.

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[1] Consular Report No. 231, December, 1899.

[2] NOTE BY BUREAU OF FOREIGN COMMERCE.—According to reports by Consul Conert, of Lyons, it would seem that wheat grown in Texas is well adapted to the manufacture of edible pastes. See Consular Reports Nos. 226 (July, 1899), 230 (November, 1899), 234 (March, 1900), and 236 (May, 1900).

AMERICAN INSPECTION CERTIFICATES.

I renew my recommendation in favor of improving the American system of inspection of merchandise offered for export, and for establishing official standard samples of staple articles, such as cereals, grease, oils, and meat products. At the present time, the United States is the only country enjoying the privilege of selling its products, more particularly wheat, under this system at this port. Efforts have been made to sell South American grain in the same manner, but without success, and the fact that foreign buyers are willing to contract for large purchases, without even an inspection of samples, on the simple production of an inspection certificate issued by some American board of trade, is the highest possible compliment that could be paid to our commercial honor. That disputes occasionally do arise in consequence of alleged discrepancies between the statements appearing upon such inspection certificates and the condition of the merchandise itself upon delivery, is not surprising in view of the conditions under which these certificates are issued. At the present time, the ordinary inspection certificate depends absolutely upon the good faith of the actual inspector for its value. Descriptive terms are used for which there is no fixed definition, and when losses result from purchases made on the basis of these certificates, the loser finds himself without recourse. The readiness of foreign buyers to accept such certificates is very largely due to the fact that they are believed to be official papers, indorsed to some extent by the United States Government. They are always issued either by boards of trade or by inspectors appointed by boards of trade in the United States, and as in Europe such commercial organizations constitute an arm of the government, it is very natural that the foreign buyer should feel that the so-called official certificate issued by an American board of trade has our own Government behind it. It is only when difficulties arise that the entirely unofficial nature of these certificates becomes understood, and then the whole matter is bruited about and magnified until one actual instance attracts unfavorable attention to the entire system.

A case in point has just been adjudicated in this city in which the firm of Bendit, Limburger & Co. appeared as sellers to another Marseilles firm of certain wheat imported from New Orleans. Under the contract, the buyer agreed to accept wheat as "Hard Winter, No. 2," upon the production of inspection certificate issued by the New Orleans board of trade. Upon the arrival of the two cargoes, the buyers claimed that the merchandise was inferior in quality, and the case reached the tribunal of commerce, before which Messrs. Bendit, Limburger & Co. successfully defended themselves on the ground that the buyers had contracted to accept the New Orleans certificates as final and that they were not responsible for the actual condition of the merchandise so long as they could prove that the grain had suffered no deterioration in the course of the voyage. Experts were appointed, who reported that the merchandise was indeed "Hard Winter, No. 2," but that it was of very secondary quality, was delivered in the same condition in which it had been shipped, and that it contained a certain proportion of burnt and dry kernels and had a light, moldy odor, and that these defects certainly existed at the moment of delivery of the certificate of inspection by the board of trade of New Orleans, which classed the merchandise as "Hard Winter, No. 2, in good order and shipping condition." In a second report the experts declared, after procuring information, that the defects noticed had been recognized throughout the crop, resulting doubtless from atmospheric conditions, and that the proportion of burnt grains was about 3 per cent, involving a depreciation of 10 cents (50 centimes) per 100 kilograms (220 pounds). After careful consideration of all the elements entering into the dispute, and prefacing its decision by a long statement of the facts, an official copy of which I hold at the disposition of any inquiring correspondent, the Tribunal decreed that the buyers should pay to Messrs. Bendit, Limburger & Co. the sum of $2,518.35 (13,048.50 francs), "that being the difference between the price agreed upon and the net result of the sale at public auction, which took place in execution of the preparatory judgment rendered by the Tribunal herewithin on December 19, 1899, with interest and expenses, including all costs of experts and others."

Now, here was a dispute in which there was a radical but honest difference of opinion between the foreign buyer and the American seller as to what constituted "Hard Winter, No. 2." It was felt in Marseilles that the description should cover an unchangeable standard of grain, while the New Orleans board of trade, as the correspondence disclosed, held that "Hard Winter, No. 2" was an elastic term, depending upon the condition in which the crop was found after harvesting. While such differences of opinion exist, it must be obvious that mere care in the preparation of these certificates will not suffice. It is equally important that international standards be established and accepted, and if it is held that the National Government can with propriety supervise the exportation of our meat products, I can see no impropriety in still further amplifying its functions to include our wheat trade. I have some well-defined views as to the form which this proposed Government supervision should take, but in an annual report of this nature it seems only necessary to direct attention to facts and causes of complaint.

COTTON OIL AND THE CRUSHING TRADE.

American cotton oil is unlikely this year to maintain the dominant position it has held during the last decade. A few seasons ago, when the commercial value of this product was comparatively unknown and the amount of crushed oil comparatively small, it found in Marseilles its best market. The importations of American oil within a few years swelled from nothing to the enormous total of 112,461,829 pounds in 1898, and fell off but slightly in 1899. During this period, successive crop failures in India and elsewhere had prevented the local oil seed crushing trade from supplying the soap manufacturers with the vegetable oils they required, and cotton oil now selling at $12 per 220 pounds then coming in for as little as $6.75 per 220 pounds, threatened the crushing trade with extinction. During those years, every effort was made to secure an increase in the duty now levied against the American oil, but always without success. In the meantime, the market for cotton oil was steadily expanding and its price ascending, and its several uses had so multiplied that last year, when Marseilles manufacturers began to find a sufficient quantity of seeds to crush, they also discovered cotton oil selling at approximately their old price for domestic oil, and room in the market for the American product as well as their own at fairly remunerative prices. This year, the situation is even more favorable for the local manufacturers, as the crop of oleaginous seeds has all but returned to its former level, and with the decrease in the amount of animal grease available in the United States and the constantly augmenting demand for cotton oil in America, a position has been reached which enables the French manufacturers to compete evenly in the home market. Therefore it is that the statistics show a decrease in the purchases of American oil offset by an increase in the arrival of oleaginous seeds. The apparent loss to the American trade is not a real loss, as the Americans have simply found more profitable outlets for their merchandise. Every pound of oil formerly sold in Marseilles is being sold somewhere else at higher prices, and there will be room in the world for all that can be manufactured for years to come. So attractive is the outlook that Egyptian capitalists are now erecting plants in that country, hoping to prevent the exportation of their seed to Great Britain, where it is at present crushed in the mills located principally near Hull. A trust has been organized there within the past ten months. It is said, however, that Egyptian oil can never be as good as prime American or English, owing to the high temperature in which it must inevitably be produced. The following are the statistics covering arrivals of cotton oil and oleaginous seeds for the first half of 1900, compared with arrivals during the same period of 1899:

Marseilles imports of cotton oil for first six months of 1900 and 1899.

From—	1900.		1899.	
	Pounds.	*Barrels.*	*Pounds.*	*Barrels.*
United States	56,737,936	145,948	71,462,461	183,077
England	1,731,069	4,065	43,088	115
All other countries	103,966	271	396,151	1,024
Total	58,572,971	150,284	71,901,700	184,216

Meantime the total imports at Marseilles of oleaginous seeds during the half years of 1899 and 1900, respectively, have been as follows:

Description.	1899.		1900.	
	Quintals.	*Pounds.*	*Quintals.*	*Pounds.*
Sesame	498,930	109,994,108	550,620	121,389,685
Arachides:				
Shelled	52,260	11,521,240	187,420	41,318,613
Unshelled	491,480	108,351,681	667,280	147,108,549
Flax seed	74,540	16,433,088	53,540	11,803,428
Colza	23,500	5,170,811	17,120	3,774,275
Poppy	17,590	3,877,891	4,660	1,027,344
Castor	140,030	30,871,014	71,170	15,690,138
Copra	378,490	83,441,905	594,820	131,134,017
Palm	42,890	9,455,529	48,010	10,584,285
Mowrahs	18,530	4,085,124	6,500	1,432,990
Miscellaneous	148,620	32,764,765	50,560	11,146,458
Total	1,886,860	415,977,156	2,251,700	496,409,782

A loss of 14,724,525 pounds in imports of American cotton oil is thus shown to have been balanced by an increase in imports of seeds amounting to 80,264,800 pounds, of which 46,081,200 pounds are credited to copra alone, most of which comes from the Philippine Islands.

AMERICAN CONTROL OF THE SOAP TRADE.

With the acquisition of the Philippines, the United States has within itself the elements necessary to control the soap trade of the world—a trade in which Marseilles has been supreme for many years. Experience has proved that the best soap is the product of either cocoanut and cotton or peanut oil in about equal quantities. We are now exporting cotton oil to the European soap trade, and at Marseilles the cocoanut-crushing industry is at present centralized. Against 25,170 kilograms (55,490 pounds) of copra received from the French colonies at this port during the first half of 1890, 569,650 kilograms (1,255,850 pounds) arrived from other sources, principally the Philippines. There is no apparent reason why American capital should not crush these nuts in the Philippines and ship the oil to the United States, thus effecting a great saving of freight, and thus enabling our own manufacturers, who already have cotton oil at their command, to dominate the business. The crushing of copra has continued for so long in Marseilles that it has been reduced to a fine art; the most recent success achieved by one of the local manufacturers having been to refine the cocoanut oil to such an extent as to render it clear and edible. In liquid form, this refined product is known here as "végétaline," worth about $15.44 per 220 pounds, and in solid form as "cocoaline" (cocoanut, butter) worth about $28.95 per 220 pounds. The resultant meal cake always brings good prices, and has been found to be the best dairy feed available in southern France, where pasturage is scarce.

In the soap trade, cocoanut oil is desirable, not only because of its intrinsic excellence, but for the less creditable reason that soap in which it is employed will absorb water freely, thus becoming as cheap an article to manufacture as the conscience of the producer suggests and the knowledge of the buyer permits.

In spite of the predominance of the Philippines as a place of supply, the Philippine copra is the least desirable and cheapest in the market, because it is most frequently kiln-dried. Marseilles manufacturers prefer sun-dried nuts. The natives are said to be utterly indifferent to every practice which would make their merchandise more desirable than it is. The localities from which this city receives its raw material are Manila, Ceylon, Java, Singapore, Zanzibar, and the islands of Oceania.

AMERICAN LUMBER IN MARSEILLES.

American lumber has been coming into this market within recent years only, and the increase of the business is a great encouragement for the future. In a special report to the Department, I have heretofore enlarged upon the importance of Cette as an outlet for American staves.[1]

At present, Austria is doing four-fifths of the business, but natural causes are making it annually more difficult for that nation to retain its control of the business, and if our American stave manufacturers will consult local requirements and supply an article exactly like that which at present gives great satisfaction, the demand is susceptible of unlimited expansion, Cette being the greatest single market for staves in Europe. Marseilles is also taking a large number, local business for the moment being virtually monopolized by B. Gairard fils. Two firms are importing pitch pine, forwarded from Pensacola in Italian sailing ships. One of these firms is also rapidly building up a demand for American hard woods of several varieties. I am informed by these gentlemen that no business in this line is being done in Trieste, Naples, Genoa, or Alexandria, and they seem to feel that the effort which has produced satisfactory results in Marseilles would do the same in the localities mentioned. Marseilles is consuming an average of about 15 cargoes of American pitch pine in the form of boards and heavy timber per annum, each cargo consisting of 250 standards, or 495,000 square feet; making a total for each year of about 7,425,000 square feet. This lumber is all sold through London middlemen. The London buyer acts as commission merchant and banker, chartering the necessary ships and being responsible for the prompt delivery in Marseilles. Cash is paid to the American exporter, against documents, when the latter are received in London. The Marseilles agent receives the cargo, disposes of the same, and either pays London against documents or takes whatever time may be required under the conditions of the sale to the consumer. The London middleman takes 3 per cent for his services; the Marseilles agent, who does the serious work, takes 2 per cent. It appears that difficulties have arisen heretofore in cases of purchase direct from the American exporters, because of the failure of the latter to make delivery in this city within the contract period. As matters stand, there appears to be a clear loss of at least 3 per cent under present methods; furthermore, the American exporter is deprived of direct connection with the consumer, and, in case of any misunderstanding with the London bankers and brokers, could be swept out of the business without notice. It is not unreasonable to assume that a staple article like lumber might be disposed of without the intervention of a middle concern, the commission saved, and the American exporter rendered independent. Why an American exporter can not deliver his merchandise within contract time to the seller in Marseilles when the same exporter is able to do so for a London broker is impossible to imagine.

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[1] See Special Consular Reports, Vol. XX, Part III.

EMIGRATION.

Thousands of Syrian emigrants pass through Marseilles in transit for the United States annually, but few take ship at this port. Many of these are afflicted with an incurable disease of the eyes, called "trachoma"—the plague of the East. Others, who successfully pass our inspecting surgeon, will be afflicted in later life. They are all poor, ignorant, and dirty, and our willingness to accept them as citizens is more creditable to our philanthropy than to our intelligence. A number have been refused passage at Marseilles by the steamship companies, because of their state, but they have always found easy ingress into the United States via Canada. I know of the admission of one family of diseased children, detained at the European port of embarkation for weeks, and finally passed because the father in America secured naturalization papers as a last resort, for the particular purpose of enabling his children to join him.

The existing law which provides for final inspection of immigrants upon arrival in the United States is defective. There should be some way of controlling the ability of this class of persons to obtain naturalization, and thereupon import entire dependent families, many of whom could not enter without the legal support of this naturalized relative. The signing of lists of passengers before United States consuls by masters of steamships and surgeons at the port of departure is an empty form. The consul can exercise no discretion whatever, and merely attaches his name and seal of office to the papers. I am fully convinced that if the weeding-out process could be undertaken at the European ports, there would be less sentiment about it and more consideration for the character of our citizenship. If Congressmen could see the emigrant ships arriving at this port from the Orient, and obtain personal knowledge of the general situation, they would permit no consideration to delay a radical reform in the law controlling these matters.

CETTE AGENCY REPORT.

Cette aspires to become an industrial as well as a commercial city, having had until the present a mere transit trade. This fact is abundantly indicated by the steady progress made upon the iron works of Schneider & Co., whose immense establishment at Creusot is the most important in France. It will be over a year, at least, before the first furnace at Cette will be in operation. Three sulphur refineries have also been erected, and the quantity of sulphur imported, principally from Sicily, is increasing annually, vast quantities being required by the vineyard proprietors. Cette maintains its front rank in the stave-importing trade, having received from July 1, 1899, to June 30, 1900, in all, 40,000 tons of that merchandise, of which Austria furnished 23,000 tons, the United States 5,500, and southern Russia and southern Italy the remainder. The number of staves can not be given, as the statistics are collected by weight only, and there is frequently a difference of several kilograms in staves of the same size. While the quantity of staves imported is apparently considerably less than usual, the discrepancy is explained by the nonarrival of several cargoes expected from Austria before the end of this month, amounting in all to from 30,000 to 40,000 tons. United States Consular Agent Nahmens advises me that the first cost of Austrian staves can not be obtained, as the prices change according to quality and dimension, and there are from forty to fifty categories of wood. The two classes of staves most commonly employed, 42 and 36 inches in length, bring from 80 to 100 francs ($15.44 to $19.30) and 70 to 80 francs ($13.51 to $15.44), respectively. Heading brings from 60 to 70 francs ($11.58 to $13.51) per 100 pieces. Selling prices of American staves show little change, running now from 75 to 85 francs ($14.47 to $16.40) per 100 pieces for ordinary staves and from 55 to 70 francs ($10.61 to $13.51) for heading. Future prices are difficult to forecast, as stave merchants are reticent. The indications are, however, that prices will increase, and would be considerably higher at present, but for advance purchases of importers, who anticipated the proposed increase. The increase is expected to manifest itself and to continue until after the vintage this year, which is expected to be abundant.

Shortly after the 1st of January, it was expected that some quantities of American coal would be imported at Cette, but these hopes have not been realized on account of the cost of freight and unsatisfactory quality offered for sale.

The consular agent calls attention to some imports of nitrate of soda from South America, used in the manufacture of chemical fertilizers, employed principally in the vineyards. This nitrate has gone principally to the Compagnie St. Gobain and the Compagnie Bordelaise. Mr. Nahmens supplies the following list of imports and exports at Cette, covering the fiscal year ended June 30, 1900:

Imports and exports during the fiscal year ended June 30, 1900.

Articles.		Imports.	Exports.
Alcohol	hectoliters	1,812	8,528
	gallons	47,837	225,139
Ale	kilos	210,800	
	pounds	464,730	
Bark for tannery	kilos	1,531,900	
	pounds	3,377,227	
Brimstone	kilos	25,499,300	607,200
	pounds	56,115,157	1,338,633
Calcined bones	kilos	500,000	13,900
	pounds	1,102,300	30,644
Carob beans	kilos	4,715,200	
	pounds	10,395,130	
Castings	kilos		14,205,700
	pounds		31,317,886
Cattle	heads	60,425	
Cement	kilos		23,200
	pounds		51,147
Chemical manure	kilos	721,800	
	pounds	1,591,280	
Coal-tar pitch	kilos	15,674,900	
	pounds	34,556,885	
Coffee	kilos	1,000	
	pounds	2,205	
Cork	kilos	1,861,800	
	pounds	4,104,524	
Corn	kilos	17,462,000	365,000
	pounds	38,496,725	804,679
Bauxite	kilos		775,100
	pounds		1,708,785
Fruits and vegetables	kilos	4,186,600	
	pounds	9,229,778	
Hemp	kilos	241,100	
	pounds	531,529	
Hides	kilos	53,200	
	pounds	117,285	
Kaolin	kilos	163,200	
	pounds	359,791	
Lime	kilos		8,091,100
	pounds		17,837,639
Lobsters	kilos	48,700	
	pounds	107,364	
Lumber	kilos	40,896,600	
	pounds	90,160,644	
Manure	kilos	86,300	
	pounds	190,257	
Marble	kilos	694,400	
	pounds	1,530,874	
Nitrate of potash and of soda	kilos	6,735,300	
	pounds	14,848,642	
Ore	kilos	19,386,800	
	pounds	42,740,139	
Petroleum:			
Crude	kilos	47,614,000	
	pounds	104,969,824	
Refined	kilos	2,343,300	5,052,500
	pounds	5,166,039	11,138,742
Phormium	kilos	771,400	
	pounds	1,700,628	
Phosphate	kilos	41,835,300	
	pounds	92,230,102	
Pit coal	kilos	59,324,500	33,416,100
	pounds	130,786,793	73,669,134
Pyrites	kilos	2,701,100	
	pounds	5,954,845	
Salt	kilos		5,947,300
	pounds		13,111,418
Salt fish	kilos		446,900
	pounds		985,236
Staves	kilos	39,824,500	
	pounds	87,797,093	
Stone for buildings	kilos	2,200	
	pounds	4,850	
Sumach	kilos	195,700	
	pounds	431,440	
Soap	kilos		3,105,500
	pounds		6,846,385

Imports and exports during the fiscal year ended June 30, 1900—Continued.

Articles.		Imports.	Exports.
Sulphate of copper	kilos	4,593,000	
	pounds	10,125,728	
Sulphate of iron	kilos	1,537,600	
	pounds	3,389,793	
Superphosphate	kilos		28,774,200
	pounds		63,435,601
Tallow	kilos	1,689,800	
	pounds	3,725,333	
Tea	kilos	200	
	pounds	441	
Wine	hectoliters	1,462,009	149,359
	gallons	38,597,038	3,948,078
Wood	kilos		4,858,800
	pounds		10,711,710
Wool	kilos	1,778,400	
	pounds	3,909,638	
Pitch	kilos		7,957,400
	pounds		17,542,884

BASTIA AGENCY REPORT.

The exports from the island of Corsica, of which Bastia is the commercial center, during the year just ended have consisted exclusively of citrons in brine, amounting in value to $34,047.40. Consular Agent Damiani writes me, on July 25, as follows:

> My views on the commercial situation of the island have not undergone much change in the last few years. I have, however, one additional matter which has been called to my attention, which I consider sufficiently important to be placed before the attention of the business men of the United States. Corsica imports annually from France proper 140,000 bales of flour, weighing 270 pounds per bale. This flour pays customs duty of $2.02 per bale of 270 pounds, and is sold on the market at from $5.40 to $7.72 per bale. As the duty is the same for good and bad flour, the consumption is mainly confined to the higher grades, and my advice would be to export only the very best classes of flour. There is also an opening for coal. Until the present time, Great Britain has furnished the entire supply.
>
> This country is as yet practically unexplored, for lack of capital. There is a great deal to be done here in mining enterprises, and I think that it would be profitable for American capitalists to visit this beautiful island for the purpose of commercial exploration.

TOULON AGENCY REPORT.

The naval work in progress at Toulon, in the "Chantiers de la Méditerranée" at La Seyne, was summarized, on June 30, by the United States agent, Mr. Jouve, as follows:

	Length.	Breadth.	Draft.	Displacement.	Burden.	Horse-power of 75 kilos.
	Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
Montcalm, French cruiser	452 0	62 6	23 0	9,516	7,081	19,600
Bayau, Russian cruiser	442 0	57 6	21 6	7,802	5,745	16,500
Cesarvitch, Russian armed ship	388 6	78 6	26 6	13,105	7,658	16,300
Sully, French cruiser	452 0	66 0	23 0	10,014	7,492	20,500
Roma, steam packet (Cyprien Fabre Cie)	407 6	45 9	23 0	8,420	4,550	4,900

AT THE GOVERNMENT DOCKS.

Du Petit Mouars, cruiser	452 0	62 6	23 0	9,516	7,081	19,600

The cruisers *Jeanne d'Arc* and *Cratearenault* under trials.

The commercial transactions of Toulon continue to be insignificant. Agent Jouve reports to me that the cultivation and exportation of flower bulbs remains in the front rank of Toulon industries. The price of bulbs this year is expected to be higher than usual, a new syndicate in formation having engaged itself not to sell Roman hyacinths No. 12 at less than 50 francs, or $9.65 per thousand. The syndicate heretofore existing has been located at Ollioules, the suburban village which is the center of the bulb-producing district, and most of the important sellers who have relations in the United States are not connected with the new syndicate. The production is expected to be only an average one, the weather having been too dry for exceptional results. The trade in immortelles will be good.

The production of wine in the department of Var promises to be extraordinary, and as this was also true last year, the prices to the producer will be low.

Valuable deposits of bauxite are found in several portions of the Toulon district, but the production is not remunerative on account of the expense of transportation, lack of railway facilities being the principal cause.

ROBERT P. SKINNER, *Consul.*

MARSEILLES, *August 13, 1900.*

Industrial establishments employing steam apparatus situated in the district of Marseilles.

Classification.	Number of establishments.	Force of machines (horsepower).
Mines, quarries, etc:		
Briquette factories	1	215
Sawmills for stone and marble	5	191
Brickyards, tile factories, etc	30	1,487
Miscellaneous	41	474
Metallurgic works:		
Forges and furnaces for smelting	9	641
Foundries	18	201
Construction shops for heaters and machines	71	1,119
Workshops for metals other than iron	13	275
General	18	223
Agricultural industries:		
General	10	167
Alimentary industries:		
Sugar refineries	3	1,894
Flour mills	47	3,245
Factories for macaroni, biscuits, and other alimentary products	26	392
Distilleries	22	209
Breweries	6	619
Oil mills	50	3,588
Groceries	12	249
Artificial ice	3	411
General	40	963
Textile industries, etc.:		
Rope factories	3	220
Bleach works and dye houses	15	55
Textile industries, etc.—Contd.		
Various		
Chemical works and tanyards:	21	184
Tanyards	10	172
Chemical and pharmaceutical products	15	599
Gas works	1	170
Candles, wax, tallow, fat, etc., and lamp oil	9	894
Soap factories	65	875
Various	52	445
Paper, printing, furniture:		
Paper and cardboard factories	4	97
Printing, lithography	10	242
Cabinetwork, coach and cart makers	14	198
Various	34	536
Buildings and various works:		
Sawmills and works for preparation of heavy lumber	28	632
Apparatus for loading and unloading	4	1,034
Public works	6	582
Electric power houses	10	6,314
Elevation and distribution of water	7	1,740
Various	48	324
Public service of the State:		
Establishments depending upon various ministers	4	174
Total	780	31,750

Importations at port of Marseilles from January 1 to July 31, 1900.

Salted meats	kilos	890,365
	pounds	1,962,899
Grease, lard, etc	kilos	3,649,040
	pounds	8,044,674
Fish—fresh and salted	kilos	2,507,611
	pounds	5,528,279
Cheese	kilos	1,291,816
	pounds	2,847,938
Butter	kilos	17,027
	pounds	37,538
Wool (en masse)	kilos	18,024,258
	pounds	397,361,641
Hair	kilos	423,969
	pounds	934,682
Silk	kilos	2,395,069
	pounds	5,280,213
Sponges	kilos	174,188
	pounds	384,015
Bones, hoofs, and horns of cattle	kilos	9,958,419
	pounds	21,943,308
Cereals:		
Wheat	quintals	1,519,400
	pounds	334,966,924
Oats	quintals	162,493
	pounds	35,823,207
Barley	quintals	18,343
	pounds	4,043,898
Maize	quintals	391,198
	pounds	86,243,511
Flour	quintals	15,599
	pounds	3,438,956
Rice	kilos	33,436,787
	pounds	73,714,743
Vegetables:		
Fresh	kilos	8,324,683
	pounds	18,352,596
Dry	kilos	23,865,738
	pounds	52,614,406
Potatoes	kilos	9,312,365
	pounds	20,530,040
Fruits (for table):		
Dry	kilos	9,764,109
	pounds	21,525,955
Fresh	kilos	8,000,000
	pounds	17,636,800
Fruits (for distilleries and wine making)	kilos	1,065,464
	pounds	2,348,922
Seeds for oil crushing:		
Arachides	kilos	48,461,468
	pounds	106,838,152
Cotton	kilos	16,091,869
	pounds	35,476,134
Linseed	kilos	5,683,962
	pounds	12,530,863
Sesame	kilos	56,872,536
	pounds	125,381,193
Copra	kilos	48,217,959
	pounds	106,301,312
Other seeds	kilos	32,000,000
	pounds	70,547,200
Sugar (refined)	kilos	15,964,017
	pounds	35,194,272
Coffee	kilos	9,724,873
	pounds	21,439,455
Tobacco:		
Leaf	kilos	2,964,627
	pounds	6,535,817
Manufactured	kilos	312,992
	pounds	690,022
Oils:		
Olive	kilos	12,896,039
	pounds	28,430,608
Palm	kilos	7,615,100
	pounds	16,126,869
Oils:		
Cotton	kilos	36,725,324
	pounds	80,964,649
Others	kilos	612,000
	pounds	1,349,215
Essential	kilos	103,906
	pounds	229,071
Resin	kilos	430,789
	pounds	949,717
Woods:		
For construction	kilos	21,000,000
	pounds	46,296,600
Cabinet making	kilos	3,342,000
	pounds	7,367,773
Fibers:		
Cotton	kilos	8,380,248
	pounds	18,475,095
Jute	kilos	358,830
	pounds	791,077
Hemp	kilos	3,122,673
	pounds	6,884,245
Bran (of all kinds)	kilos	5,419,939
	pounds	11,948,798
Coal	kilos	14,379,039
	pounds	31,700,029
Copper and brass	kilos	2,058,919
	pounds	4,539,093
Lead	kilos	24,983,144
	pounds	55,077,839
Iron, manufactured	kilos	6,147,745
	pounds	13,553,319
Iron ore	kilos	13,030,942
	pounds	28,728,015
Tin	kilos	1,219,000
	pounds	2,687,407
Manganese	kilos	15,546,584
	pounds	34,273,999
Tissues or textures:		
Linen, hemp, ramie, etc	kilos	28,000
	pounds	61,729
Jute	kilos	32,897
	pounds	72,525
Cotton	kilos	5,476,984
	pounds	12,074,559
Jute bags	kilos	675,601
	pounds	1,489,410
Paper:		
Various kinds	kilos	185,335
	pounds	408,590
Cardboard	kilos	38,000
	pounds	83,775
Leather	kilos	310,716
	pounds	685,004
Shoes	pairs	82,599
Machines and machinery:		
Hydraulic pumps	kilos	25,937
	pounds	57,181
Steam pumps	kilos	92,821
	pounds	204,633
Locomotive machinery	kilos	91,284
	pounds	201,245
Agricultural implements	kilos	1,778,156
	pounds	3,920,123
Tools, nuts, bolts, screws, etc	kilos	285,716
	pounds	629,890
Machines	kilos	1,069,156
	pounds	2,357,061
Heaters, stoves, etc	kilos	339,610
	pounds	748,704
Cutlery	kilos	16,795
	pounds	37,026
Various others	kilos	1,610,000
	pounds	3,549,406

Exportations at port of Marseilles from January 1 to July 31, 1900.

Article	Unit	Quantity
Meats:		
Fresh	kilos	163,580
	pounds	360,628
Salted	kilos	891,900
	pounds	1,966,283
Preserved	kilos	469,186
	pounds	1,034,378
Skins and hides, fresh and dry	kilos	10,067,180
	pounds	22,194,105
Wool (en masse)	kilos	4,590,750
	pounds	10,120,767
Hair	kilos	604,479
	pounds	1,332,634
Silk in cocoons and raw	kilos	1,193,241
	pounds	2,630,619
Grease, lard, tallow	kilos	2,643,869
	pounds	5,828,674
Manure	kilos	1,139,640
	pounds	2,512,450
Fish, smoked, salted, and preserved	kilos	3,758,019
	pounds	8,284,929
Bread (sea biscuits, paté d'Italie, etc)	kilos	38,514,166
	pounds	84,908,330
Rice	kilos	4,127,096
	pounds	9,098,596
Potatoes	kilos	14,526,564
	pounds	32,025,263
Fruit for table (apples, peaches, pears, grapes, raisins, etc.)	kilos	6,520,109
	pounds	14,374,232
Seeds for oil crushing:		
Arachides	kilos	6,118,313
	pounds	13,488,433
Linseed	kilos	1,982,188
	pounds	4,369,932
Sesame	kilos	771,924
	pounds	1,701,784
Copra	kilos	6,378,361
	pounds	14,061,735
Sugar	kilos	27,368,047
	pounds	60,335,596
Sirups	kilos	295,036
	pounds	650,436
Preserved fruits and confiture	kilos	644,147
	pounds	1,420,086
Coffee	kilos	5,820,617
	pounds	12,832,132
Tea	kilos	405,330
	pounds	893,591
Cocoa	kilos	107,695
	pounds	237,424
Chocolate	kilos	108,305
	pounds	238,769
Pepper	kilos	196,938
	pounds	434,170
Cinnamon	kilos	73,218
	pounds	161,416
Tobacco (leaf)	kilos	1,425,787
	pounds	3,143,290
Oils:		
Olive	kilos	5,502,705
	pounds	12,131,263
Copra and palm	kilos	3,109,276
	pounds	6,854,710
Castor	kilos	2,402,908
	pounds	5,297,451
Linseed	kilos	272,807
	pounds	600,328
Cotton	kilos	2,789,289
	pounds	6,149,467
Sesame	kilos	5,661,338
	pounds	12,480,486
Arachides	kilos	903,792
	pounds	1,992,500
Oils:		
Others	kilos	251,090
	pounds	553,553
Essential	kilos	75,000
	pounds	187,391
Gums	kilos	585,919
	pounds	1,291,717
Rock salt, rosin, etc	kilos	2,730,764
	pounds	6,020,242
Roots, herbs, barks, medicinal fruits, etc	kilos	2,904,044
	pounds	6,402,247
Wood, building	kilos	7,650,000
	pounds	16,865,190
Cork wood	kilos	1,602,123
	pounds	3,532,040
Cabinet woods	kilos	760,914
	pounds	1,677,511
Tan barks, saffron, sumac, etc	kilos	650,109
	pounds	1,433,230
Vegetables	kilos	1,915,019
	pounds	4,221,851
Truffles	kilos	16,697
	pounds	36,810
Bran of all kinds	kilos	12,806,791
	pounds	28,233,851
Oil cakes	kilos	19,975,470
	pounds	44,037,921
Rags, clippings, etc	kilos	1,362,196
	pounds	3,003,097
Beverages and liquors, distilled and fermented	liters	19,489,000
	quarts	20,594,026
Marble	kilos	2,514,016
	pounds	5,542,400
Sulphur	kilos	12,019,027
	pounds	26,497,147
Coal (French and foreign vessels)	quintals	3,491,269
	pounds	769,685,173
Iron, in bars, rails, wire, etc	kilos	5,200,117
	pounds	11,464,178
Copper and brass	kilos	900,217
	pounds	1,984,618
Lead	kilos	6,009,177
	pounds	13,247,832
Tin	kilos	429,017
	pounds	946,811
Zinc ore	kilos	7,041,897
	pounds	15,524,566
Antimony ore	kilos	116,587
	pounds	257,028
Acids and similar products	kilos	4,800,197
	pounds	10,582,514
Oxides, salts, carbonates, chlorides, nitrates, sulphates, etc	kilos	17,019,027
	pounds	37,520,147
Tartar	kilos	3,619,047
	pounds	7,978,551
Glycerin	kilos	3,482,192
	pounds	7,676,840
Ocher (ground)	kilos	9,323,576
	pounds	20,551,756
Soap	kilos	9,346,679
	pounds	20,605,689
Candles (all kinds)	kilos	2,826,994
	pounds	6,232,391
Textures of cotton	kilos	9,347,019
	pounds	20,606,438
Cotton, lace, ribbons, stockings, etc	kilos	916,047
	pounds	2,019,517
Paper and cardboard	kilos	5,236,118
	pounds	11,543,535
Machines and machinery (complete machines)	kilos	2,200,200
	pounds	4,850,561
Hardware (locks, nails, screws, bolts, wire, etc.)	kilos	6,619,017
	pounds	14,592,285
Kitchen utensils	kilos	1,617,027
	pounds	3,564,898

NANTES.

The records kept at the Nantes custom-house are practically of no value to the American exporter, owing to the manner of publication. The exports and imports of each article are given, but neither the amount received from and sent to the respective countries nor the value is stated. Much of the merchandise coming to Nantes from the United States does not pass through the custom-house here, as there is no direct line of vessels between this port and America. Much of the goods passes through the custom-houses of Bordeaux, Havre, and other ports. There are, however, good prospects for a line of steamers to ply between this port and Philadelphia, making trips twice a month at first, and weekly trips later on. The present facilities cause much delay in the receipt of merchandise. R. de Bouard, of 54 Quai de la Fosse, and A. Le Gall, who are interested in the proposed line, say the prospects for its establishment are very bright. Such a line would certainly be of great advantage to American commerce, as merchandise could then come direct, and much time would be saved. All broken cargoes now come via Bordeaux, Liverpool, Havre, Antwerp, or by rail from Paris, which makes the cost of transportation about 50 per cent more than by a direct line.

The extensive harbor improvements at the port of St. Nazaire will soon be completed, which will make that place one of the best harbors along the coast. Extensive improvements in the channel of the river Loire up to Nantes have also been commenced. An island, which obstructed navigation to a certain extent, is about to be removed, and the channel will be made wider and deeper. Large docks will also be built on the south side of the river. Since the completion of the maritime canal, in 1892, which cuts off a shallow bend in the river, the commerce of the city has increased more than 50 per cent—from 543,221 tons in 1893 to 955,756 tons in 1899, the increase over 1898 being 112,422 tons. Large cargoes are obliged to discharge at the port of St. Nazaire. The number of vessels passing through the canal has increased from 6, in 1892, to 272, in 1899, an increase of 65 over last year. Small vessels do not pass through the canal. The work of improving the river is very slow, however, as compared with the amount to be done in order to make the channel navigable for large vessels.

SHIPBUILDING.

The shipyards of Nantes, Chantenay, and St. Nazaire are kept very busy turning out new vessels, a large number of which are sailing ships, this class of vessels being liberally subsidized by the French Government. The tonnage built last year amounted to 41,000 tons, of which 13,700 tons consisted of steamers. It is claimed that one of the yards in Nantes will soon commence the construction of a number of steamers to engage in American coal trade. The shipbuilding yards of the Compagnie Générale Transatlantique, at St. Nazaire, have been transferred to the Creuzot Company. The former company has made a contract with the Creuzot people to do their building and repair work.

AMERICAN COAL.

Last year, I spoke of some inquiries having been made regarding the quality of American coal, and since that time, I am pleased to say, the interest has continually increased. Several cargoes have arrived here; in all about 20,000 tons. The principal obstacles in the way at present, however, are the high rates for transportation and the scarcity of vessels suitable for carrying coal. Another difficulty is the fact that numerous kinds of American coal are offered by coal brokers, who do not know at all what is wanted here, and who are not willing to learn.

Coal for this port should, as nearly as possible, resemble the best grades of Cardiff steam coal. The brokers flood this country with circulars printed in English, seldom giving any idea of price, and rarely, if ever, sending samples of the coal which they offer for sale. Too often, when the leading dealers on this side write for samples and terms to the coal producers, they are referred to some house in London or elsewhere. More than 1,200,000 tons of coal were entered at the ports of the Loire last year. Contracts should be made with persons in France, who wish to deal directly with the producers and get the best possible prices. American coal arriving here has given good satisfaction, except that it contains a large percentage of dust and small coal. A cargo of New River coal, which arrived last week, has been highly spoken of by the captain of the vessel bringing the same, and he kept 1,000 tons for his return voyage, as he regards it as very good steam coal for navigation. I think the New River, Georges Creek, or Pocahontas coal would give satisfaction, and possibly others as well. A good quality of gas coal should find a market here. As soon as the producer of American coal attempts to solve the question of freight rates to France and deals directly with the French buyer, the sale of American coal will increase very materially, for the French importer has tired of the high and fluctuating prices of English coals.

MACHINERY.

Next in importance to American coal is the prospect for an increased sale of American machinery. During the past season, about 800 reapers, mowers, and horse hayrakes arrived at this port. The American mowers give good satisfaction, and the increased prices asked for farm labor will stimulate the sale of such machinery in the future. The American mower was a common sight in the hayfields near Nantes last summer.

MEAT CHOPPERS.

To show the advantage gained by exhibiting American household machines, I will mention one instance. Last month, a representative of a New England factory made an exhibition of meat choppers in one of the Nantes stores, and during the afternoon about twenty of various sizes were sold. The Nantes house has since sold more than two hundred of these machines. What has been true of meat choppers, farm machinery, and sewing machines would be equally true of many other lines of machinery.

LAUNDRY MACHINERY.

If some company were to make an exhibit of wringers, and show their working, I am satisfied it would be found a profitable enterprise. There are no wringers sold or offered for sale here with the exception of a few heavy English machines. Of course, these exhibits cost something, but it is the only way to make sales of any consequence. The Germans are pushing the sale of their products everywhere.

NOTES.

This city would be a very good location for the sale of American goods, as it is a trade center and is improving from a business point of view. Coal, lumber, phosphate, tobacco, petroleum, and machinery are the leading American products coming here in large quantities.

The exports of sardines and vegetables during the year 1899 exceeded the amount exported in 1898 by $176,495.39. The catch of sardines during the present year was not so great as last year, owing to the lateness of the season. The fish were also of a smaller size. The poor season and the increased price of oil, in which sardines are packed, are largely responsible for an advance in the price. The exportation was not so large as the previous year, owing to the increased market in Paris in consequence of the exposition.

During the past few years, this has been a very good market for the sale of American chopped apples, but on account of a good crop of apples in France and an excellent grape crop this season, the price for American chopped apples has decreased very much, and some lots sent here have been refused by the buyers. These buyers give as their reason for rejecting the apples, the condition in which they arrive, claiming they were not bright in color and had fermented. I think the real reason, however, for their rejection is the decline in prices.

The principal imports from the United States for the first ten months of the year 1900 were lumber for building purposes, principally Southern pine, 12,917 tons; dried fruits, 13,609 tons; agricultural machinery, 283 tons; petroleum, 7,000 barrels; cotton-seed oil, 200 tons; phosphates, 16,653 tons, and coal, about 18,000 tons.

JOSEPH I. BRITTAIN, *Consul.*

NANTES, *December 19, 1900.*

NICE.

In the annual report for the year ended December 31, 1899,[1] Consul Van Buren indicated that a setback was likely to take place in local prosperity. The town not as yet having taken its place in the ranks of manufacturing, industrial, or distributive centers to the extent that its wealth, geographical position, and harbor facilities would indicate, the influx of tourists represents the most important factor in general prosperity.

The season, which ends as a rule toward the first of May, was not a brilliant one. There were very few British visitors. It is true that the German and Russian element has increased of late years, but not to a sufficient degree to make up for the loss of a part of the English visitors.

The market value of the shares of the incorporated companies mentioned in the report of October 22, 1898,[2] is:

Companies.	Price Oct. 22, 1898.	Price Aug. 22, 1900.	Companies.	Price Oct. 22, 1898.	Price Aug. 22, 1900.
	Francs.	*Francs.*		*Francs.*	*Francs.*
Société du Gaz et de l'Électricité	1,720	1,400	Cosmopolitan Hotel	500	820
Caisse de Crédit	600	600	Tannerie Niçoise	100	....
Société Immobilière	640	590	Société des Voitures	160	125
			Casino de Nice	560	450
Société Industrielle et Commerciale	800	700	Société des Forces Motrices	850	450
			Société "La Céramique"	500	....
Société Transports et Déménagements	500	500	Société d'Hydrothérapie	200	....
Contes-les-Pins	640	590	Société Générale des Engrais	250	400

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[1] See Commercial Relations, 1899, Vol. II.

[2] See Commercial Relations, 1898, Vol. II, p. 244.

This indicates local financial conditions. It is worthy of note that the shares of the Société des Engrais, which deals in all kinds of natural and chemical manures, are the only ones which show an advance; which would seem to promise a revival of agricultural industry.

RAILWAY FROM NICE TO CUNEO.

This project is still in an embryo state, except that owing to the persistent efforts of Monsieur Raiberti, one of the deputies from Nice, the minister of public works recently passed several days in surveying the line. This will very likely hasten an understanding with the État Major, which has already made its survey and wishes to emphasize the strategic value of the line as much as possible. The project will have to go through many other formalities, and no approximate date can be fixed for the probable commencement of the work. Its completion will greatly increase the importance of Nice as a distributive center, curtail the journey to northern Italy, and open up a considerable trade with the province of Piedmont.

DRAINAGE OF NICE.

Work upon the main drain, the completion of which will mark the commencement of the new drainage system, has been actively pursued, and it is hoped that it will be finished as far as the Maguan bridge before the end of the present year. This will place the Promenade des Anglais in a position quite unrivaled in the way of drainage.

SOUTH OF FRANCE RAILWAY.

Work has been actively continued on the tunnel of St. André, by means of which Nice will have direct communication with Digne and Grenoble. This line, while purely strategic, is developing the country in the environs of Nice, and there are evidences that with the new industries being created in the valley of the Var, this part of the line will be compelled in the near future to greatly increase its freight and passenger service, at present of a rather rudimentary nature.

NEW INDUSTRIES.

In former reports, mention has been made of the new industries which have sprung up in the valley of the Var since the completion of the works of the Société des Forces Motrices, which has utilized the Var at La Mescla for the generation of electricity. There are now in operation:

La Société Niçoise d'Électro-Chimie, which has begun during the past fortnight to manufacture carbide of calcium. I am not prepared at present to give figures as to its output, as the work so far is largely experimental. It is certain, however, that the production of this factory will more than cover the consumption in this department and that a considerable amount will be available for shipment elsewhere.

Thorrand & Durandy.—This firm has commenced the manufacture of cement, which is said to be of equal quality with that universally known as "Grenoble." Up to the present time, owing to its accessibility from Nice and the continued activity in the building industry, this cement has been sold at prices quite equal to those of Grenoble.

The *Société La Céramique* has commenced the manufacture of bricks, terra cotta tiles for roofs and floors, and decorative objects in colors, which have for so long been the specialty of Vallauris, near Golf Juan. It appears that this company has undertaken more than its capital of 300,000 francs ($57,900) warranted, and an additional 300,000 francs ($57,900) has been asked for. There is no doubt as to the ultimate success of its efforts, especially in finer productions, which have been sold at high prices.

Société des Forces Motrices.—This company has lately delivered the electrical power contracted for to the electric tramway line, as well as to the other companies above mentioned. (See Annual Report for 1898, referred to.) It is now trying to get rid of the remainder of its horsepower, as well as to open up the new water right obtained in the Var and in the Vésubie. A few days ago, the firm lodged an application with the municipality to be authorized to lay cables in the principal streets of the town for the purpose of furnishing electric power. (It should be noted here that the privilege of laying electric cables has heretofore been granted only to the gas company, which has a monopoly of all kinds of lighting and furnishes a limited amount of electric service, and to the tramway company, which has the monopoly of local transportation.) The company distinctly states that it asks no monopoly nor exclusive privilege, but a simple authorization to lay its cables, and it offers the public electric power, either by measurement or by contract, as follows:

By measurement.—For a consumption of electricity of less than 10,000 hectowatts per year—that is to say, at under 400 francs ($77.20) per year—0.04 franc ($0.0077) per hectowatt. From 10,000 to 20,000 hectowatts—that is to say, between 400 and 700 francs ($77.20, $135.10) per year—0.03 franc ($0.0058) per hectowatt. Above 20,000 hectowatts, or more than 700 francs ($135.10) per year, 0.02 franc ($0.0039) per hectowatt.

By contract.—For twelve hours' work daily, from 200 to 300 francs ($38.60 to $57.90) per horsepower per year, according to the indicated horsepower of the motor; for twenty-two hours' work daily, 20 per cent more than the rate above mentioned. Contracts for six months at 25 per cent reduction on the price above noted.

The company further offers to furnish consumers without the city limits (not affected by the gas company's monopoly) with electric light by contract at 25 francs ($4.82) per year and per lamp of 16-candlepower, burning all night, or by measurement at 0.06 franc ($0.016) per hectowatt. This, if authorized, will produce a veritable revolution in motive power in the town. On the basis of present prices, a 10-horsepower motor would cost a maximum price of 2,675 francs ($516.28) per year, whereas a gas motor, supposing a normal consumption of 650 liters (172.527 gallons) per horsepower, working 12 hours per day and counting 300 days' work only, would consume gas to the value of 5,850 francs ($1,129.05), without counting the inevitable extras required by a gas motor. The company further contracts to furnish the electricity within five months after receiving the municipality's authorization. A large number of electric cables will be necessary, as well as accessary appliances, and our manufacturers should address offers of these goods to Monsieur le Directeur de la Société des Forces Motrices, Nice, France.

THE HARBOR.

The deepening of the harbor and the building of the eastern quay have just been completed. Work has commenced upon the western side. When finished, it will greatly increase the accommodation for vessels, but I venture to predict that not many years will elapse before a furthur enlargement of the harbor will become necessary. It will certainly become imperative, once the railway lines above mentioned are completed. In our own country, the immense natural harbor of Villefranche would have been adapted to commercial uses as the harbor of Nice, and the existing one left to serve as a "port de plaisance" for the numerous yachts of all classes which frequently find it difficult if not impossible to procure proper wharfage.

TRANSPORTATION FACILITIES.

The inauguration of the Prince line from Genoa to New York has afforded additional facility for direct importation from the United States. Besides steamships running to Marseilles and connecting there for New York, the Adria (Austrian) and Fraissinet lines connect at Genoa with the steamers of the Prince, North German Lloyd, Hamburg American, and Navigazione Generale Italiana lines for New York. It will be seen that the means of communication with the United States are of the best.

EXPORTS FROM NICE.

It is absolutely impossible to give the amounts of exports to other countries than our own, as these figures are not obtainable until September or October. I give, therefore, the following table compiled from our invoice book:

Exports from the consular district of Nice to United States.

Articles.	First six months.	
	1899.	1900.
Almond meal	$427.37	$267.56
Confectionery	290.27	353.70
Oils:		
Almond	5,498.00	6,496.45
Juniper	239.61	....
Olive	42,228.31	39,380.66
Sesame	263.42	43.30
Perfumery	187,741.69	240,083.20
Pottery	405.25	....
Total	237,093.92	286,624.87

Showing increase, 1900, of $49,530.95.

IMPORTS OF AMERICAN GOODS INTO NICE.

Again, figures are not obtainable, as the goods come either from Paris or via Marseilles as port of entry. I am happy to report, however, that American articles are creeping slowly, but surely, into this market. A certain number of tools, locks, small agricultural implements, lawn mowers, furniture hardware, and household hardware, are now sold here, and while the goods have been purchased through commercial travelers coming from Paris, I am glad to say that, in a few cases in which the importance of the order warranted it, the articles have come direct to Nice by sea. I consider this quite sufficient to vindicate the assertion made in numerous reports from this consulate, that not only is a direct export trade with this port absolutely feasible, but that the extension and final success of our trade in competing with foreign manufactures depend in a great measure upon its being done direct. Despite the importations above noted, the field for our goods here may be said to be virgin soil. Lamps, wood-working machinery, typewriters, lubricators, pumps, stoves, building hardware, refrigerators, ice machines (especially small ones), electrical articles and appliances, rubber goods, tools of all kinds, not to mention the thousands of specialties in all lines, ought to find a market here.

COMMERCIAL TRAVELERS.

There has been no change in the law regarding commercial travelers. They pay no licenses of any kind except when they are citizens of a country taxing French commercial travelers. I would advise them to be provided with a passport, for often a paper of identification is required, and there have been cases in which it has been demanded for the delivery of registered letters.

ELECTRIC TRACTION.

The Compagnie des Tramways de Nice et du Littoral, with a capital of 15,000,000 francs ($2,895,000), has, since January 1, begun to operate electric lines as follows:

Place Masséna to Californie; harbor to Saint Sylvestre; railway station to the abattoirs; harbor to railway station and to the Boulevard du Czarewitch; Place Masséna to the Gendarmerie; Place Risso to railway station; harbor to station of Nice-Riquier. For out of town lines: Place Masséna to the town of Cagnes; Place Masséna to the town of Villefranche; Place Garibaldi to the town of Contes. The city lines still to be opened are Place Masséna to the Pont Gambetta; Place Saluzzo to the Boulevard Gambetta; Rue de France to Southern Railway station; Place Masséna to harbor, through the old town; also from Villefranche to Mentone. The length of these lines is 43.5 kilometers (27.03 miles). The length of lines still to be constructed may be calculated at 37 kilometers (22.99 miles), without counting double lines. The out of town lines have first and second class compartments, and the fares are: First class, 0.08 franc ($0.01544) per kilometer (0.62137 mile), and 0.05 franc ($0.00965) per kilometer, second class. The fares within the town and suburban limits are: Within the town limits, 0.10 franc ($0.0193) per kilometer. From limits to terminus, 0.05 franc ($0.00965). The whole line (suburban), 0.15 franc ($0.02895).

The outlying districts are benefiting very much by this improved means of communication, and it is evident that it will result in opening up many new residential districts. This leads me to mention the

BUILDING INDUSTRY.

Building in the town and suburbs, while not as feverish as two years ago, continues to be very active. Two new large hotels have been built, and two others are very nearly completed, while many villas are in course of construction. It is to be hoped that the usual tall apartment house may not invade the suburban districts, which, with picturesque detached residences and gardens, much enhance the beauty of the new parts of the town.

ATTILIO PIATTI,
Vice-Consul.

NICE, *August 30, 1900.*

RHEIMS.

The exports to the United States from this consular district for the fiscal year ended June 30, 1900, were as follows:

Rheims		$4,370,226.02
Troyes (consular agency)		654,839.13
Total		5,025,065.15
Year ended June 30, 1899:		
Rheims	$3,911,327.93	
Troyes	742,519.20	
Total		4,653,847.13
Increase for 1900		371,218.02

The following table, containing a list of the articles of export which amount to $10,000 or over, gives a comparison of the exports of 1899 with those of 1900:

Articles.	1899.	1900.	Increase (+) or decrease (−).
Champagne wine	$3,640,418.12	$4,098,555.64	+$458,137.52
Cotton goods	29,635.11	47,963.67	+ 18,328.56
Glassware of all kinds	12,460.38	27,976.93	+ 15,516.55
Willowware	33,339.82	40,821.13	+ 7,481.31
Wall paper	4,467.21	11,936.10	+ 7,468.89
Kid gloves	401,009.68	407,298.30	+ 6,288.62
Hosiery	328,118.33	231,746.27	− 96,372.06
Woolen textiles	37,705.00	8,214.58	− 29,490.42
Chloride of lime	82,510.43	71,283.17	− 11,227.26
Caoutchouc	16,320.16	10,556.41	− 5,753.75
Crockery	27,062.11	21,457.73	− 5,606.38

The above articles comprised over 99 per cent of the total amount exported.

The exportation of cotton goods from St. Quentin shows a gain over 1899, but is still less than one-half the amount of 1898.

While the sales to the United States for the last year show an increase over 1899, all of the advance is represented by one article—champagne wine. If it were not for the money brought in from the world by the sale of champagne, business of all kinds in Rheims would be prostrated, and the working people would be compelled to emigrate or starve, for at this time there is a crisis in the woolen industry, which I will note further on.

ELECTRIC RAILWAY.

Of the few improvements made in this city during the past year, the most notable is the change in the passenger railway from horse power to the electric trolley. Work was commenced in March last, and has not yet been completed. The old rails are all being replaced by new, and several miles of new road are being constructed. Electric cars are being run over part of the railway, and the company expects to have the whole system in running order by January 1, 1901.

A fine power house has been built upon the canal, where the coal required can be unloaded very cheaply.

ARTIFICIAL ICE PLANT.

An artificial ice plant capable of producing 24 metric tons a day was completed in time for the summer trade, but as yet has not been extensively patronized. Very few private families take ice regularly.

COAL.

Coal has advanced materially during the past year, although the price has receded about two francs from the highest point. The wholesale price of good steaming coal is now 28 francs ($5.40) the metric ton. A harder coal for heating is retailing at $10.25 per ton. The consumption at present is much below the normal, because the woolen mills are not running on full time.

CONSULAR AGENCY AT TROYES.

Kid gloves, one of the principal articles of export at Troyes, made a slight gain, but hosiery and knit underwear decreased nearly $100,000. This decrease was caused by a strike of the workmen for a slight advance in wages. It lasted for about two months, and failed.

DEPARTMENT OF MARNE.

The department of Marne, the richest in the consular district, furnishes 85 per cent of the exports to the United States. Its population in 1896 was 435,000. Rheims, Epernay, and Chalons are the principal cities.

The manufacture of woolen tissues, employing in 1890 40,000 workmen, and the manufacture of champagne wine, with 28,000 employees, are the two great industries which bring in the money, and upon which, to a greater or less extent, nearly all other occupations depend.

THE GRAPE AND WINE INDUSTRY.

There are probably few parts of the world with areas of 70 square miles whose agricultural productions approach in value those of the champagne district of France.

With less than 50,000 acres under grape culture, there were sold for the year ended April 1, 1899, in round numbers, 37,400,000 bottles of sparkling wine. If this wine sold at an average price of 4 francs a bottle—a low estimate—the gross income was in the neighborhood of $30,000,000.

With the exception of the amount sent out of the department for corks, the wood for the cases, the raw material for the small appurtenances, such as wire, material for capsules, etc., this money is divided at home. The bottles and the cases are manufactured near by.

A large and gradually increasing income, produced primarily from this comparatively small area of land, has been pouring into this favored region for years, and there is every prospect that it will continue indefinitely.

Why is it that the greater part of the sparkling wine consumed in the world is produced in the single department of Marne? The answer of those engaged in the industry here is, because grapes of the same delicious flavor can not be produced elsewhere. And why not? Because here is found a soil and climate best adapted to their growth.

First, a soil with chalky formation near the surface, which retains the sun's heat. At night the earth is no cooler than the surrounding atmosphere, and there are no heavy dews. Second, a uniform climate, with no great extremes of heat and cold; warm days and cool nights during the grape season, and rarely frosts before November 1, giving time to gather the grapes after they are fully ripened.

Sparkling wine of the same quality can not be produced in other parts of France. The experiment has been often tried with the same variety of grapes, but it has always failed. An effervescent wine can easily be produced, but the delicate flavor of the wines of Champagne is entirely wanting.

It is very fortunate for those interested that they have found the product for which their soil is so admirably adapted, for it would not be valuable for other purposes.

The soil of the department is not rich, and the slopes upon which the grapes are grown would be called poor. There is no rotation; grapes are grown every year. Once in four or five years, a coat of stable manure is applied. Very little artificial fertilizer is used. The grapes produced upon this land, after manipulation, bring into the department an average of over $500 an acre annually.

With this generous return from the soil and a monopoly of the business, it is not astonishing that great fortunes have been made and that the owners of the land and the manufacturers of the wine—often one and the same—are all rich or well to do.

MANNER OF MAKING WINE.

The culture of the grape and the manipulation necessary before the juice becomes the finished product have been closely studied for years, and the whole business is carried on scientifically.

Power presses are used to press out the juice. That obtained from the first pressing is allowed to remain in the vat for several hours and much of the sediment settles to the bottom. It is then drawn off in casks which have been well cleaned with warm water. These casks are taken to the wine cellars, where fermentation commences. The wine that escapes from the barrels is replaced by wine of the previous year. This continues until the fermentation has been arrested by the action of cold weather, generally about the middle of December.

It is then that the important operation of mixing is done. It is claimed that the quality of the wine is very much improved by mixing the wines of several localities together, and each large manufactory has a man who is paid a high salary to taste and decide upon the mixture.

The wine is mixed in large wooden receptacles holding from 10,000 to 12,000 gallons, and is clarified by putting in a certain quantity of isinglass.

After mixing, the wine is drawn off into clear barrels holding 50 gallons each, and taken back to the wine cellars, where it remains until the next May.

The wine is then put in bottles and securely corked. The bottles of wine are piled in a horizontal position in the cellars, where there is an even temperature. It remains in this position from three to four years, the wine fermenting in the bottles, the sugar slowly changing to alcohol and carbonic-acid gas.

Although much of the sediment contained in the wine has been removed, it is not yet clear, and the last process to get rid of the dregs remaining in each bottle is as follows: The bottles of wine are placed, corks downward and inclined, first, at an angle of about 45 degrees, in racks containing holes for the necks of the bottles. Each bottle is shaken by expert workmen once every day for about six weeks, or until all the sediment remaining rests upon the cork.

The wire that holds the cork is then cut. The carbonic-acid gas expels the cork with a loud report, and with it the sediment. A little of the wine is lost. The bottle is immediately refilled with clear wine, to which is added more or less sirup made from pure rock candy. The wine is sweetened according to the taste of the country in which it is sold, the English and American demanding it dry—that is to say, with very little sugar in it. The bottles are recorked with new corks of the best quality, and the wine is now ready for sale.

The product of the second and third pressings of the grapes is made into an inferior grade of champagne, or it is allowed to finish its fermentation in barrels, and becomes still wine.

After being pressed three times, the grape skins are boiled and distilled into brandy.

THE SPARKLING WINE INDUSTRY IN THE UNITED STATES.

The manufacturers of sparkling wine in Europe and America are interested in suppressing the spurious, so-called champagne, produced by charging still wine with carbonic-acid gas by means of a machine. The genuine article is ripened by time and fermented in the bottle.

The American manufacturers are no doubt improving their product every year. I see no reason why sparkling wine can not be made in the United States by the process used here, and though there may be reason in the theory of the adaptability of soil and climate, in a great country like ours there should be spots similarly favored.

THE FRUIT CROP.

The fruit crop of this region is this year enormous, and fruit of all kinds has not been so cheap for many seasons.

It is estimated that the grape vintage will exceed the normal by 25 per cent. The phylloxera is not so troublesome in the Champagne district as in the south of France. The most efficacious mode of prevention is said to be planting the roots of American vines and grafting them with native scions.

This method of procedure is being every year more widely adopted.

THE WOOLEN INDUSTRY.

The champagne wine trade has not been so good the last year as in the year previous. There have been diminished sales to England on account of the South African war, but if the woolen manufacture were equally as prosperous, business would be booming.

On the contrary, the woolen industry of Rheims and vicinity is in a state of the greatest depression. Exports are very light, those to the United States for the fiscal year amounting in value to only $8,214.58.

The output for the past year has not yet been published, but the figures will be below those of the preceding year, which were 4,575,150 meters.[1]

In 1889, the total production amounted to nearly three times that sum, being 12,401,791 meters. At the close of that year, occurred the great strike of the workmen for higher wages. The strike failed, and there has been none since.

From 1872 to 1890 was a period of great prosperity. The woolen fabrics of Rheims were celebrated for their excellent quality, their fast colors, and beautiful tints. The system of dyeing seemed perfect. They had the whole civilized world for a market, and orders were plentiful. But a change came; hostile tariffs were enacted; other nations learned the trade, and since 1890, the diminution of production has been constant.

In 1894, the output having fallen to less than 8,000,000 meters, there was a crisis like the present; mills were shut down and many workmen thrown out of employment; wages were reduced from 25 to 50 per cent, and the mills started up with a less number of workmen, many of the employees being forced to leave the country or engage in other pursuits.

Although, while the tariff of 1894 was in force, the United States increased its annual purchases to $300,000 or over, the decline in production continued, and at the present time the situation is worse than ever.

The mills have not been working on full time for months, and many of the work people, having been obliged to use the little money they had laid aside, are in great distress. With winter approaching, little work, and coal 25 per cent higher, their condition is pitiable. Relief societies have been formed, subscription lists opened, and the managers of the local press have organized a "tombola," or lottery, for their benefit.

The most discouraging feature of this state of the woolen manufacture is the outlook for the future. The export trade having fallen off, the competition among manufacturers for the French market is intense. This causes a corresponding diminution in price, and there are indications that the competitors of Rheims are gaining, even in France.

It is well for Rheims that it has the money coming in from champagne wine to fall back upon.

THE SUGAR BEET.

The agricultural product which, next to the grape, is the source of greatest revenue to France is the sugar beet. France makes all its own sugar and a surplus for export. Growing the beets and manufacturing the sugar give employment to a great many people, but the most important thing is that this keeps money at home which otherwise would be sent out of the country.

There are four large sugar manufactories in the department of Marne. The combined value of their output is about half a million of dollars annually.

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[1] 1 meter=1 yard, 3.37 inches.

If the soil and climate of the United States are not so well adapted to grape culture as those of France, there are certainly many localities capable of producing the sugar beet to perfection. The $90,000,000 which we are expending every year for sugar, with proper legislation, might all be divided among our own people.

AMERICAN GOODS IN RHEIMS.

The American goods having the greatest sale in Rheims and vicinity are self-binding harvesting machines, mowing machines, and bicycles.

American carpet sweepers, meat grinders, ice-cream freezers, and other mechanical devices are seen in the show windows.

The Singer Sewing Machine Company has a large sales room here, but the company is French and the machines are made in France.

Wishing to ascertain the extent of the trade in American goods in Rheims, I have written during the past year to the merchants doing the largest business, to be kind enough to give me a list of such goods handled by them, some idea of the extent of their sale, and to inform me whether they imported them directly from the United States.

The answer in every case has been that no direct importations are made; that almost all of their goods are purchased from Paris, either directly or through traveling salesmen; and that they make no record of the country of origin.

All the American goods that have had any success here have been first sold by showing the goods. A trial order having been obtained, the trade has been afterwards looked after and pushed. Sales can not be effected by correspondence alone. One of the certain methods of "how not to do it" is to persist in depending upon advertising literature printed in English.

The conditions are entirely different from those in the United States. The merchants here are not looking for new things. They believe that France leads the world in almost all kinds of manufactured goods. Object lessons are necessary to convince them that we have anything better. Our exhibit at Paris will certainly be productive of great results, not only in France but in other countries. But to introduce our goods abroad, well-instructed, intelligent agents are necessary.

The consuls, confined to the cities in which their consulates are situated, with the business of the Government to attend to, however well educated they may be, have not the time nor the means to be effective commercial agents for all their compatriots, nor can they be reasonably expected to be familiar with all the different lines of trade.

WM. A. PRICKETT, *Consul.*

RHEIMS, *October 12, 1900.*

ROUBAIX.

The consular district of Roubaix, France, department of the North, has agencies at Caudry, Dunkirk, and Lille.

ROUBAIX.

The situation during the year 1899 at Roubaix-Tourcoing, the great wool-manufacturing center, has been most unsatisfactory. Usually, there is a great impulse given to manufacture during the year preceding a world's fair. This has not been the case at Roubaix, where the high price of raw wool restrained the manufacture of wool dress goods, and prejudiced all industries allied with wool manufacturing, such as weaving and spinning.

The rise, coming at a time when delivery of fine dress goods should have been effected, made it impossible for manufacturers to execute their orders at prices agreed upon, and a long struggle between purchasers and manufacturers ensued before an agreement or a new basis could be effected.

The exports of woolen dress goods from this district to the United States figure at $541,797 for 1899, a slight increase over 1898.

This amount does not represent the correct figure of the exportation of dress goods to the United States, for the reason that many manufacturers and merchants in the department of the North ship from other districts than the one of manufacture.

That the average Roubaix manufacturer is convinced that a compliance with custom-house regulations, whether French or foreign, will subject him to undue annoyance, is evidenced by a recent circular of Mr. Milleraud, French minister of commerce and industry, addressed to the chamber of commerce of Roubaix.

In this, Mr. Milleraud says that he has "learned that a number of Roubaix manufacturers and merchants refuse to furnish information to the Calais customs authorities concerning wool dress goods exported to England, and, with the intention of evading the requirements of the law, intend to export by way of the Belgian port, Ostend."

In desiring compliance with his order, he assures them that "the only obligatory declaration will be as to kind, quantity, and destination, the value being demanded on only a few articles, such as chemicals and certain coloring matters, taxed according to value."

I cite this only as proof of the difficulty of obtaining reliable customs statistics in this region.

Strikes in this district have been frequent and prolonged. When the eleven-hour law went into effect workmen claimed the twelve-hour salary. As the margin of profit was not considered by manufacturers sufficiently large to accord this demand, dissatisfaction among workmen manifested itself in strikes. In some cases, a slight increase of salary was agreed upon; as a rule, however, the strikers returned to work after a few weeks of fruitless agitation.

Roubaix now seeks to lessen the cost of manufacture, and seizes eagerly any suggestion of labor-saving machinery. Mr. Victor Schlumberger recently appeared before the Mulhouse Industrial Society with an explanatory paper on an invention by Mr. Millard F. Field, of Boston, Mass., which was in turn called to the attention of the Roubaix public. This is an evidence that there is a call for American machinery.

Roubaix buys her wool direct from the markets of Montevideo, Buenos Ayres, Bahia Blanca, San Nicola, Sydney, and Melbourne. She does a large trade in wool tops, selling not only to local purchasers but to nearly every country in the world.

The following is a table of the wool passed through the four conditioning houses in the department of the north for the last fiscal year:

Wool passed through the four conditioning houses in the consular district of Roubaix for the fiscal year ended June 30, 1900.

Months.	Roubaix.			Tourcoing.		
	Combed wool.	Raw wool and waste.	Wool yarns.	Combed wool.	Raw wool and waste.	Wool yarns.
	Kilos.	*Kilos.*	*Kilos.*	*Kilos.*	*Kilos.*	*Kilos.*
July	2,184,262	79,481	579,946	2,502,197	433,103	430,108
August	2,150,270	51,600	536,789	2,602,216	694,664	408,881
September	2,621,679	105,468	555,582	3,537,911	745,972	402,131
October	3,141,012	86,609	586,205	3,584,036	736,678	452,048
November	2,715,949	155,266	534,117	3,317,178	681,478	419,263
December	2,192,953	75,851	533,201	2,700,941	716,467	399,048
January	1,970,929	48,446	545,345	2,412,081	536,303	417,996
February	1,641,569	57,269	585,943	2,171,279	214,620	414,629
March	2,372,056	40,439	546,875	2,698,074	518,146	516,963
April	1,849,501	85,785	461,468	1,911,424	394,258	456,631
May	2,053,549	103,477	478,181	2,295,274	312,889	476,094
June	1,983,226	99,272	469,590	2,031,941	384,429	552,020
Total	26,876,955	988,963	6,343,142	31,764,552	6,369,007	5,345,802
Total pounds	59,253,023	21,802,268	13,984,091	90,928,131	14,028,113	11,785,855

Months.	Fourmies.		Le Cateau.		Total.
	Combed wool.	Wool yarns.	Combed wool.	Wool yarns.	
	Kilos.	*Kilos.*	*Kilos.*	*Kilos.*	*Kilos.*
July	128,533	377,009	109,542	3,745	6,817,921
August	330,224	374,373	1,982	63,308	7,214,307
September	303,530	473,113	1,982	63,308	8,790,626
October	466,559	501,866	16,121	82,655	9,663,784
November	212,864	434,294	23,468	94,255	8,588,132
December	161,037	405,121	23,468	94,255	7,302,342
January	176,059	408,334	7,672	114,235	6,637,400
February	165,834	291,368	20,364	47,123	5,559,998
March	139,434	422,082	15,367	74,555	7,393,991
April	172,713	328,923	22,807	41,738	5,725,248
May	126,584	375,770	13,016	53,639	6,288,423
June	161,607	309,787	4,651	50,746	6,047,269
Total	2,544,978	4,702,040	260,440	783,562	85,979,441
Total pounds	5,610,658	10,366,117	574,166	1,727,441	209,154,266

The great depression in the wool industry during 1899 and thus far in 1900 is due to the fluctuations in the price of the raw material. On January 15, the price fell from 6.75 francs to 4.75 francs ($1.30 to $0.916) per kilogram (2.2 pounds), with a continued lower tendency.

The following is a table of the amounts passed through the testing houses during the last decade:

	Tons.		Tons.
1890	49,355	1895	37,575
1891	23,745	1896	38,250
1892	30,190	1897	21,900
1893	30,380	1898	23,790
1894	53,480	1899	41,785

The trade in upholstery goods remains stationary, sharing in the general depression brought about by the high price of raw material, the closing of the American market by reason of the tariff, the rise in the price of coal, which has nearly doubled, and the frequent strikes.

While the wool industry suffers decline, there has been a great impulse given to the spinning and weaving of cotton. Several manufacturers of wool dress goods have changed their plants and now manufacture cotton goods.

The following is a table of the exports and imports for the year 1899:

Imports and exports from the consular district of Roubaix for the year 1899.

[1 metric ton=2,205 pounds.]

Countries.	Imports.	Exports.
	Metric tons.	*Metric tons.*
Great Britain	229,617	189,858
Belgium	4,406,185	1,487,958
Germany	225,693	85,525
Spain	329,182	8,731
Italy	60,496	1,082
United States	119,222	39,483
Switzerland	633	729
Russia	210,528	8,723
Other countries	932,775	162,542

Principal articles.	Imports.	Value.
	Metric tons.	
Cotton	24,609	$3,587,332
Wool and waste	170,399	60,015,687
Dyes	445	311,139
Chemicals	288,382	13,221,217
Oils (cotton and petroleum)	72,775	1,852,996
Tools and accessories	438	205,924
Machinery	13,807	3,567,288
All other articles	6,053,938	235,985,835

Principal articles.	Exports.	Value.
Dress goods	3,834	$7,989,617
Wool, combed and waste	45,348	27,650,264
Machinery	14,263	3,006,542
Upholstery goods	138	266,661
Yarns	14,546	6,121,829
Sugar	102,207	5,364,474
All other articles	1,755,056	145,794,515

CAUDRY.

The chief articles manufactured in the Caudry district are tulle, lace, and bateste. At Fourmies, there are large wool spinning and weaving establishments. Le Cateau manufactures fine tiles.

The principal exports to the United States are tulle, laces, and batiste. The change of style in laces has appreciably diminished the export trade. Ten years ago, the exports were valued at 4,000,000 francs ($772,000), whereas at present they amount to less than 1,000,000 francs ($193,000). In order to regain lost ground, manufacturers of Caudry lace have changed their plants and now manufacture a cotton net, used largely for curtains and mosquito guards. There is such a demand for this article that the factories have sufficient orders to keep them busy for two years at least. The orders are principally for the United States.

Other factories now embroider on tulle in the Plauen style; this is used at present for home consumption only.

The following table indicates the per cent of Caudry laces used by different countries:

Plain tulle, France, Algeria, Tunis.

Cotton and silk lace:	Per cent.
United States	35
France (Paris)	25
Germany, Austria	20
England, Holland, Spain, Levant	20

	Per cent.
Greek lace:	
France and colonies	70
United States	20
Germany	10
Embroidery:	
France	80
England	10
Germany	10

American machinery used in the Caudry district consists of farming machines, tools, and velocipedes. These are bought through agents and not direct.

DUNKIRK.

The traffic at the port of Dunkirk increases yearly. The following statement, compiled from the custom-house returns, bears sufficient testimony to its constant development:

Registered tonnage of vessels having visited the port.

	Tons.		Tons.
1850	307,311	1880	1,651,898
1860	561,515	1890	2,982,203
1871	1,126,723	1899	3,273,034

This, however, does not give an accurate idea of the present importance of the port in comparison with the neighboring ones, as the registered tonnage is not very high, owing to the scarcity of regular lines and absence of postal steamers and passenger lines served by steamers of large tonnage.

The greater number of vessels discharge full cargoes at this port, or at least large portions of cargoes.

There was no import of wheat last year, while nearly 250,000 tons were imported in 1898.

The principal goods imported and exported are as follows:

Imports.—Nitrate of soda (from Chile), iron ore (from Sweden, Spain, Italy, Greece, and India), wheat (from Baltic, India, North and South America), indian corn (from Russia, Roumania, United States, and South America), barley (from Russia, Turkey, Algeria, and Tunis), linseed (from India, South America, Senegal, Egypt, Turkey, and Russia), rice (from Indo-China), timber (from Sweden, Norway, Russia, and United States), wool (from South America, Australia, Morocco, Algeria, and Spain), flax, jute, minerals, oil, pyrites, petroleum oil, cottons, pig iron, copper ore, etc.

Exports.—Sugar (to England and Italy), phosphate (to United States, England, and Russia), hay and straw (to England), iron in bars (to French colonies and Russia), steel rails (to French colonies and Spain), block chalk (to United States, England, and Russia).

The prosperity of Dunkirk is not due to accidental causes, but is the logical consequence of the exceptionally favorable geographical position of the harbor, its proximity to the manufacturing and industrial agglomeration of the north, and its facilities of communication with the east of France by means of railroads and canals in every direction.

In order to induce shipowners to allow their steamers calling at Dunkirk to take in or put out part of cargo, reductions have been allowed:

(1) On the quay dues, half of which only—or 50 centimes (9.6 cents) per registered ton instead of 1 franc or 19 cents—are charged when the weight of the cargo discharged is less than half of the vessel's registered tonnage.

(2) On the harbor dues, aggregating 80 centimes (15 cents) per registered ton, on the following basis:

To vessels when the French freight tons loaded or discharged are not in excess of one-fourth of vessel's registered tonnage, a reduction of 60 per cent will be made. When the quantity of said tons loaded or discharged is over one-fourth and not above one-half of vessel's registered tonnage, a reduction of 40 per cent will be made. When the quantity of said tons loaded or discharged is over one-half and not above three-fourths of vessel's registered tonnage, a reduction of 20 per cent will be made.

The widening of the entrance channel is finished, the breadth at the entrance being about 425 feet, and abreast of the light-house there is a space of about 700 feet, affording the largest ships ample room for leaving or entering the north lock.

Through continual dredging the harbor is much deepened, and vessels of large tonnage no longer run risks of detention in the roads.

The total length of quays available in the various docks is about $4\frac{8}{10}$ miles, and in the outer harbor 2,950 feet.

With the increasing traffic this proved to be quite insufficient, especially at the time of arrival of wool. Further important works are now being prepared which will involve considerable expense, owing to the necessity of removing the fortifications and entirely altering the present system of discharging water from the inland into the sea.

An extension of the quays for about 4,700 feet is now nearly decided upon, the cost of which is valued at 26,000,000 francs ($5,018,000). The town and chamber of commerce of Dunkirk will pay 8,220,000 francs ($1,586,460) of this amount.

On March 15, a bill was brought in by two members of the French Chamber to increase the duty on indian corn from 3 francs (57.9 cents) per 100 kilos (220.4 pounds) to 7 francs ($1.35), the same as that levied on wheat, under the pretext that the system of temporary free admission asked by the Government to be applied to corn for grinding would lead to the substitution of corn flour for wheat flour.

Foreign indian corn is already to a large extent substituted for beet root in the manufacture of alcohol and for potatoes in the manufacture of starch.

The Dunkirk Chamber of Commerce has protested strongly against this bill, which is considered unjust and is regarded as prejudicial to the traffic of the port, especially with the United States, from which large quantities of indian corn are imported. It is the desire of the Dunkirk Chamber of Commerce that this bill shall not pass, as it would injure the trade between the United States and France.

LILLE.

The different cotton and linen spinning factories in the Lille district have been very active during the past fiscal year. The spool-cotton factories have not been idle for a single day.

Factories in Lille, Halluin, and Armentieres engaged in the manufacture of table linen, sheets, towels, and curtains have not been as prosperous as in 1898.

Jute has increased in price, and manufacturers of curtains, table spreads, and furniture stuff in which jute is used have done a good business.

All metal works have enjoyed unprecedented prosperity. Notwithstanding the high price of copper, iron, and coal, orders were so great hat 1899 was a year of constant activity.

Although the beet crop of 1899 was not as large as usual, the beets were so rich in sugar that there was no cause for complaint.

The wheat crop gave farmers hope of large profit, but the low prices have decided them to abandon the culture of wheat for that of beets.

W. P. Atwell, *Consul.*

Roubaix, *July 20, 1900.*

SUPPLEMENTARY.

Industries in this consular district, with the exception of those working in wool and woolen dress goods, have shown increased activity during the six months ended June 30, 1900. This is true of machinery and chemical establishments, jute and cotton works, etc. The exports of wool and woolen dress goods have been confined almost entirely to the United States.

No demand comes from England and Canada, and Australia reports large stocks left on hand from last year. The demand from the United States is steadily increasing, the past year showing a gain over the two preceding ones. Exports of woolen dress goods to the United States for the six months ended June 30, 1900, were $398,586 against $290,072 for the corresponding period in 1899.

Upholstery goods also show an increase over last year, being $177,232 from January 1, to June 30, 1900, against $119,613 during the first six months of 1899.

All other textile industries are in a satisfactory condition. The price of raw material is still far beyond the average, but orders are abundant, especially in goods made from flax and jute.

The iron industry is flourishing, machine manufacturers having large advance orders on hand. Foundries are working full time with increased help, notwithstanding a rise of almost 50 per cent in the price of copper, iron, and coal. This increase in the cost of raw material has caused an advance of about 20 per cent in the price of finished work. Many boiler makers have enlarged their establishments.

The inclosed tables show the imports into and exports from this consular district during the six months ended June 30, 1900.

W. P. Atwell, *Consul.*

Roubaix, *October 8, 1900.*

Imports into and exports from the consular district of Roubaix (Department of the North) for the first six months of the year 1900.

[1 metric ton=2,205 pounds.]

Countries.	Imports.	Exports.
	Met. tons.	*Met. tons.*
Great Britain	204,474	32,934
Belgium	2,558,481	756,582
Germany	133,345	20,395
Spain	121,202	3,538
Italy	23,554	1,359
United States	43,394	3,684
Switzerland	279	228
Russia	110,120	1,832
All other countries	501,776	242,199

Imports into and exports from the consular district of Roubaix (Department of the North) for the first six months of the year 1900—Continued.

Principal articles.	Imports.	Value.
	Met. tons.	
Cereals	90,529	$2,879,152
Chemicals	186,474	13,036,820
Chicory root	6,866	807,699
Coal	111,971	442,691
Copper	2,803	1,042,211
Cotton	12,395	2,005,912
Dyes	268	169,025
Fertilizers	3,134	60,780
Flax	58,416	3,573,308
Grease	414	47,900
Hemp	6,034	839,456
Hides	2,093	1,161,806
Hops	282	157,938
Iron (cast and wrought)	14,738	439,824
Jute	8,877	770,969
Lead	6,805	566,080
Lumber	24,193	466,928
Machinery	14,900	3,225,708
Nitrate of soda	153,070	5,817,642
Oil:		
Cake	21,306	266,495
Seeds	71,388	3,444,389
Cotton and petroleum	11,486	266,394
Paper, cardboard, etc	857	393,067
Pottery	14,762	1,216,815
Tools, etc	106	34,942
Wool	113,399	41,131,596
Yarns of all kinds	1,332	827,408
All other articles	3,744,965	94,282,987

Principal articles.	Exports.	Value.
	Net tons.	
Bran	1,340	$41,384
Caoutchouc	297	401,269
Cereals	848	175,311
Chemicals	44,818	5,876,768
Chicory (prepared)	359	29,004
Copper	122	85,894
Cotton	8,073	417,440
Dress goods	1,922	2,841,898
Drills	12,941	1,142,384
Flax	4,655	682,195
Grease	1,538	682,195
Hides	3,410	3,201,658
Iron (cast and wrought)	83,099	2,980,245
Lard	1,301	148,147
Machinery	5,117	1,696,243
Malt	5,000	28,767
Oils	1,623	137,526
Paper, cardboard, etc	1,262	302,922
Perfumery	60	31,332
Pottery	16,118	9,083,385
Phosphates	15,218	132,493
Spirits and liquors	2,074	207,942
Sugar	119,446	6,480,236
Tools	144	77,171
Upholstery goods	133	178,279
Wool	15,119	10,545,903
Zinc	3,297	284,599
Yarns of all kinds	11,199	13,007,138
All other articles	630,299	31,194,961

WOOL INDUSTRY OF ROUBAIX-TOURCOING IN 1900.

The year 1900 figures as the most disastrous in the annals of the commerce of Roubaix and Tourcoing. It opened auspiciously with high prices for raw wool, but stagnation soon set in. Manufacturers held aloof, awaiting a fall in the price of raw material, and this attitude affected the great London market so that prices began to fall.

The quotations in the early part of January were 6.40 francs ($1.24) for immediate delivery and 6.65 francs ($1.28) at the expiration of three months. These quotations fell to 5.75 francs ($1.11) and (5.85 francs ($1.13) in February. Confidence was shaken, and sales in futures became the battle ground between bulls and bears. While the former bought as much as possible for quick delivery, the latter sold at falling rates for late delivery, and this instantly increased the lack of confidence among buyers and more especially among manufacturers.

In the latter part of March, quotations in futures fell so decidedly that the Caisse de Liquidation decided to demand a deposit of 2,000 francs ($386) instead of 1,000 francs ($193). This rule went into operation March 27, 1900. It did not check the falling tendency, however, for early in April quotations fluctuated only 5 or 10 centimes (1 or 2 cents) above 5 francs (96.5 cents). Manufactures ceased as a natural consequence, and the situation was aggravated by strikes resulting from the application of the eleven-hour law.

Merchandise in stock was affected by the steady fall in prices, which were quoted at 4.70 francs (91 cents) and 4.75 francs (92 cents) in May. June brought no appreciable change in the situation of affairs in the Roubaix-Tourcoing market. A demand for cotton goods grows steadily, an indication that pure wool is no longer in such favor, which would affect the wool industry of this place disastrously.

The London market opened in July with a fall of 10 to 15 per cent in high-class wools. The duration of the sales was shortened in order to check the downward tendency.

August opened a little more hopefully; manufacturing started up a little and goods in stock were sold off in a measure. The month closed, however, with a fall from 4.65 francs (89.7 cents) to less than 4 francs (77 cents). Panic seized the market, and for several days quotations were not published; the Caisse de Liquidation raised the amount of deposit to 3,000 francs ($579), levied a tax of 5 centimes (1 cent) per kilogram (2.2 pounds) on all operations not followed by delivery, and required a deposit of 15,000 francs ($2,895) on each 5,000 kilograms (11,023 pounds) of wool registered for sale. In one day, suspensions amounted to more than 20,000,000 francs ($3,860,000).

Since this catastrophe, there has been a strong effort on the part of the opponents of sales in future to abolish these transactions from the Roubaix market. The French Chamber has been called upon to consider the matter, and the struggle still goes on.

Business was dead during the month of September. The London auction sales in October opened with a decrease of 12 to 15 per cent, the prices realized, however, being greater than those obtaining here for combed wool. Toward the end of the month there was a slight indication of a better condition in the factories. Quotations in November fluctuated between 3.75 francs (72 cents) and 4 francs (77 cents).

December was better on the whole, and while it will take some time for the restoration of confidence, it is thought that the crisis has passed. The losses are figured at 120,000,000 francs ($23,160,000), the fruit in this place of twenty years of labor.

In addition to the above conditions which have militated so strongly against the prosperity of the industries of this consular district, there is another factor, and a grave one, to be considered. This is the constantly increasing hostility between capital and labor.

LABOR.

The French Chamber is now considering a proposition for obligatory arbitration in case of strikes. The Chamber has asked the opinion of the different chambers of commerce on this proposed law. Mr. J. Lagache, president of the Roubaix chamber of commerce, states that this law is a more dangerous menace to industry than any of the same nature that have been brought forward for years.

In the event of the passage of this law, whenever a strike or disagreement of any nature arises, one of the parties will demand arbitration, which the other party may accept or refuse.

In case of acceptance, the arbitrator becomes absolute judge, after consideration of books, inventories, current prices, sales, etc.; or perhaps his judgment may be influenced merely by political or humanitarian reasons. His decision must be regarded as final, whether it entails ruin for the manufacturer or whether it delivers the workman to the mercy of his employer.

In case of refusal to accept arbitration, after a delay of a certain number of days fixed by law, the recalcitrant party, if he be a manufacturer, will be obliged to pay full wages to workmen, just as if they were performing their duties, until he accepts arbitration or his workmen resume their work.

If the workmen refuse arbitration, they are to be obliged to compensate the manufacturer for losses suffered by him.

The inequality of this law is apparent, as the manufacturer, being a man of property, may be compelled to comply with the law, while there is no guaranty that the workman can be made to compensate his employer.

The chamber of commerce of Roubaix combats the law of obligatory arbitration as "a menace to individual liberty and calculated to sap the basis of public fortune by the ruin of private industry."

On the other hand, the committee on strikes elected by the last national congress of workmen, members of the General Confederation of Labor, has addressed a circular to the secretaries of the different syndicates protesting against the project in its present condition, since the rule of the majority "composed of mixed elements" may deliver them over to judges chosen by capital.

The discontent of the laborer in this community has reached an acute stage, which is leading Roubaix capital to invest in centers offering a greater guaranty of stability.

If this condition of affairs remains unchanged, the laborer will in time be forced to seek employment in other towns than Roubaix and the surrounding manufacturing towns, Tourcoing, Lannoy, Croix, etc., where a few years ago there was such great activity in wool manufacture in different branches.

W. P. ATWELL, *Consul.*

ROUBAIX, *January 9, 1901.*

ROUEN.

The value of Rouen as a port and distributing center is virtually unknown to the commercial world of America. Its advantages remain year after year unregarded, and thousands of dollars are wasted annually in shipping goods into northern France and adjacent territory by the way of Liverpool and other ports, avoiding Rouen as a port of entry.

Taking all things into consideration, there is no French port from Nice on the south all the way around to Dunkerque on the north that possesses shipping facilities superior to those of Rouen. I do not mean that this port is superior to all others of France simply as regards the anchorage of vessels. The depth of the water in a port is no indication of that port's facilities. But even as regards this point, Rouen possesses advantages of which many people are ignorant, and if these were more fully known, I feel confident they would be more utilized by American shippers. During the last year, eleven ships have entered here carrying more than 5,000 tons. Three of these drew over 23½ feet of water, and eight of them as much as 23 feet.

Rouen bases its claims of superiority upon the one foundation that underlies all material advancement—viz, transportation facilities. A moment's reflection will show that those cities and nations are rich, enlightened, and most prosperous whose transportation facilities are best and most extended. The dying cities and states and nations are those without arteries and veins for the flow of the life-blood of commerce. There is probably no European city with inland navigable waterways superior to those of this place. Here, a seaport and a fluvial port mingle their waters, and through the latter with its network of canals practically the whole of northern France is reached. Ocean-going vessels, at least those of England, France, Russia, Austria, and, in fact, of nearly all countries except the United States, profit by these numerous and excellent waterways. They come as far as this port and place their cargoes directly into lighters to be carried by water to their journey's end.

Such a mode of transit should be especially interesting to American shippers, from the fact that in the delivery of all exportations from America, time is of secondary consideration. Our country is too far away from France to attempt the shipment of perishable goods. We ship a class of products that compels us to be more concerned about the cheapness of delivery than about the quickness of it, and in this respect, the fluvial or inland traffic of Rouen should engage our attention. Producers and shippers in America often overlook this difference between inland and foreign commerce. The shipper of melons from Georgia to the North must reckon upon quickness of transit, but the shipper of cotton from New Orleans to Liverpool, or of oil from Philadelphia to France, need figure only upon the expense. Hence, those foreign ports possessing distributing facilities by means of water are of value to American commerce.

This is also a point of contact of three of the great French railways, but in the carriage of goods they play a very inferior part. In the last twelve months, the exports from Rouen by rail were 629,257 tons; by river and canals there were 1,564,195 tons, or two and one-half as much as by rail.

In the past thirty years, the expansion of the port of Rouen has been almost miraculous. In the quadrennial period from 1869–1872, the total registered tonnage that entered and cleared at this port amounted to 2,273,093 tons, an average of 568,273 tons yearly. From 1896 to 1899, the total registered tonnage that entered and cleared amounted to 8,819,559 tons, an average of 2,204,889 tons yearly. This shows that in the last thirty years, the registered tonnage of shipping has nearly quadrupled. Thirty years ago, vessels drawing over 16 feet of water hardly dared to venture up the Seine, and then only at spring tide, but now at any time of the year vessels come here drawing 23 feet and over.

It is hardly known on the other side of the Atlantic that of all the countries of Europe, France possesses the best and most extensive system of inland navigation. In the last one hundred years, more than $300,000,000 has been expended in improving this vast network of canals and rivers; $200,000,000 having been spent under the present Republic, until the total length of these inland waterways now measures about 8,000 miles. France possesses not only a great canal system, but the use of this system, unlike that of most countries, is free. Rouen is upon the most important of these waterways. It is the seaport of Paris (within thirty-six hours by water), a market of nearly 2,500,000 consumers. Its harbor is lined on both sides by two great railway systems. It is the center of a busy local manufacturing district. It has a slip for the repair and cleaning of vessels; a petroleum basin 24½ feet deep, and a basin for wood as well. The city distributes goods by water into Belgium, into Germany, and as far south as Dijon. It lies on the direct line of canals connecting the English channel and the Mediterranean. The canals control railway freight rates.

The increased number of ships arriving in the port has shown the inefficiency of the cranes for loading and unloading, and the chamber of commerce has decided to appropriate $40,000 for the establishment of ten additional hydraulic cranes, and on the right of the river, a plant to produce the force necessary for their working.

The electric crane tried last year has not given the results hoped for and has not responded to practical requirements. The chamber has asked the constructors to take it away.

During the twelve months of 1899, the slip has been occupied by 42 ships, of 31,675 tons, during 389 tides. The amount realized was $5,500.

THORNWELL HAYNES, *Consul.*

ROUEN, *October 31, 1900.*

Vessels entering Rouen during 1899, according to nationality and draft of water.

Nation.	10 feet and less.	10 to 11½ feet.	11½ to 13 feet.	13 to 14¾ feet.	14¾ to 16½ feet.	16½ to 18 feet.	18 to 19½ feet.	19½ feet and more.	Total.
England	25	81	122	133	184	123	24	40	732
France	112	5	13	51	117	105	83	81	567
Sweden	2	2	4	21	49	22	7	4	111
Norway	2	2	11	18	19	12	6	3	73
Denmark			3	1	5	26	24	1	60
Austria					1	7	12	6	26
Germany				4	9	7			20
Spain	1		1	2	3	7	3	2	19
Russia				1	5	6	5		17
Belgium		4			1		1	3	9
Italy						2	1		3
Greece						1	1		2
Holland	1				1				2
Turkey						1			1
In 1899	143	94	154	231	394	319	167	140	1,642
In 1898	145	114	160	237	359	260	143	158	1,576
In 1897	171	95	172	264	337	261	161	84	1,545

Summary of navigation, long and short coasting added together, during the year 1899.

Foreign and coast commerce.	Arrivals.			Departures.		
	Ships.	Net tonnage.	Crew.	Ships.	Net tonnage.	Crew.
Competitive navigation between France and other nations:						
France	238	172,389	4,795	82	63,763	1,810
Foreign	1,100	621,753	17,122	468	143,367	5,937
Competitive navigation with French colonies:						
French	3	2,542	58			
Algiers	99	125,790	2,582	64	84,750	1,656
Coasting:						
Mediterranean	10	8,168	213	4	3,847	93
Ocean	1,103	203,597	4,660	925	186,500	4,674
Loaded vessels	2,553	1,134,239	29,430	1,543	482,227	14,169

RECAPITULATION.

Foreign and coast commerce.	Ships.	Net tonnage.	Crew.
Total of loaded ships arrived and departed	4,096	1,616,466	43,599
Total of vessels in ballast arrived and departed	1,088	686,026	15,958
Total net tonnage of all vessels	5,184	2,302,492	59,557

Arrivals at Rouen, 1899.

Where from.	Loaded ships.						Ships in ballast.			
	French.		Foreign.		Total.		Foreign.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Russia			85	99,195	85	99,195				
Sweden	1	1,046	81	57,159	82	58,205				
Norway			34	21,839	34	21,839				
Denmark			8	4,947	8	4,947				
England	166	91,839	664	225,947	830	317,786	10	2,909	10	2,909
Germany			14	10,216	14	10,216	1	1,395	1	1,395
Netherlands			1	157	1	157				
Portugal	5	3,853			5	3,853				
Spain	52	59,082	64	37,291	116	96,373				
Austria			28	33,141	28	33,141				
Italy	1	612	8	8,643	9	9,255				
Roumania			9	9,589	9	9,589				
United States	5	8,174	35	65,334	40	73,508				
Argentine Republic			16	24,563	16	24,563				
Chile	1	573	2	1,520	3	2,093				
Canada			2	1,236	2	1,236				
Total, 1899	231	165,179	1,051	600,777	1,282	765,956	11	4,304	11	4,304
Total, 1888	187	131,320	1,010	598,450	1,197	729,770	7	1,537	9	2,687

Departures from Rouen, 1899.

Where to.	Loaded ships.						Ships in ballast.					
	French.		Foreign.		Total.		French.		Foreign.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Russia									4	6,523	4	6,523
Sweden			29	15,687	29	15,687			5	2,797	5	2,797
Norway			13	10,550	13	10,550			1	910	1	910
Denmark			4	1,082	4	1,082	1	928			1	928
England	25	6,389	334	68,813	359	75,202	158	117,935	606	446,524	764	564,459
Germany			1	356	1	356						
Netherlands	1	412	2	821	3	1,233			1	777	1	777
Belgium	5	3,527	2	1,324	7	4,851			2	381	2	381
Portugal			6	1,895	6	1,895	1	928			1	928
Spain	37	40,185	56	31,655	93	71,840			15	11,637	15	11,637
Australia							1	1,584			1	1,584
United States							3	5,127	6	10,836	9	15,963
Total, 1899	68	50,513	447	132,183	515	182,696	164	126,502	640	480,385	804	606,887
Total, 1898	52	30,390	354	100,004	406	130,394	125	95,889	658	509,067	783	604,956

MOVEMENT OF THE PORT OF ROUEN.

Those who contemplate the establishment of a trans-Atlantic line of freight steamers between the United States and France should not overlook the advantages of Rouen. This is an important port, not only in the amount of business done, but from the fact that it possesses facilities for inland distribution superior probably to that of any entrepôt of France. It is a great mistake to judge of the importance of this port by the amount of goods shipped to the United States ($34,364.25 for the last three months of 1900).

The movement of the port of Rouen for the month of December (1900) alone amounted to a total of 364 vessels, with 225,344 tons. Of these, 187 entered with 206,794 tons, and 177 left with 18,550 tons. The movement for December, 1899, was 295 vessels, with 202,857 tons; a difference in favor of December, 1900, of 69 vessels, with 22,487 tons.

The number of vessels entering and leaving during the twelve months ended December 31, 1900, was 4,049, with 2,534,650 tons; for the twelve months ended December 31, 1899, the number was 3,340, with 2,088,670 tons; showing a gain in 1900 of 709 vessels and 445,980 tons.

The 202,597 tons of merchandise entering this port during December, 1900, consisted of 96,307 tons of coal, 33,316 tons of liquids, 21,620 tons of grain, 22,684 tons of wood, 1,600 tons of wood for paper making (roudins), 3,635 tons of wood pulp for paper making, 8,424 tons of oil (much of it from Philadelphia), 1,659 tons of metals, and 13,352 tons miscellaneous.

This port is rapidly increasing in importance on account of its far-reaching canal facilities for inland distribution.

THORNWELL HAYNES, *Consul.*

ROUEN, *January 7, 1901.*

ST. ETIENNE.

The commerce of this region has been, with one or two exceptions mentioned later on, steadily progressive during the past year. Capitalists are beginning to turn their attention from exchange transactions and unhealthy speculations to the creation of industries, as numerous as they are varied, to meet or anticipate the needs of an ever-growing urban population. It is needless to state that such outlays of money are important factors in the prosperity of a community. Hitherto, the man who had a certain fortune was content to purchase either government, railway, or other stocks, and live on the revenue, but more recently, the interest on such transactions has diminished so much that men of means were compelled to look elesewhere for an adequate rate of interest on their capital. It was thus that they turned to the building of houses, and from simple lease holders they became proprietors. In this way, for the last ten years, the cities of France have considerably developed in the number of habitations. All the vacant lots are being utilized, and in many cases, the towns have enlarged their borders to a very great extent; roads have become streets, and lanes roads, entailing the passing of special corporate acts.

BUILDING.

This mania for house construction has also seized the country districts, new houses dotting the plains which some years ago appeared deserted.

The materials used vary, of course, according to the region. In this district, massive granite stone is most frequently employed for the superstructure, but sandstone is, in later years, used for frontages. Composite material termed "pisé" was in favor some time ago as a substitute for stone, as it cost less than either granite or sandstone. This pisé consists in mixing the slag of furnaces, well crushed, with cement. The "mortar" thus produced is shoveled into frames 3 feet deep and from 1 to 2 feet wide, according to the thickness of the wall desired, and packed as closely as possible by a man inside the wooden frame. When dried, this material is exceedingly hard and resists humidity. Many houses have been built in this manner, but of late years, for some reason or other, pisé has been more or less abandoned.

The roofs are almost invariably tiled, little or no slate being used, except in the most fashionable private houses. On the outside, the coating is chiefly composed of plaster of paris or cement, this latter material being largely employed, not only for plain coating, but also for molding the front of the house, giving it the appearance of sculptured stone.

The French are very clever at this kind of decoration, which adds considerably to the pleasing aspect of the building at little cost.

The flooring is generally made of oak, cut into short lengths about 4 inches wide, and laid down in various designs. The boards are afterwards filed down with iron filings worked by the feet, and finally are given a coating of beeswax and polished.

In the houses occupied by the working classes, the flooring is made of common deal and laid at full length.

Where American enterprise might come in is in the hinges, locks, and window fastenings. The hinges are of all kinds, but not so neat in finish as our own, while the locks, even the patent ones, are either too untrustworthy or else too complicated and require ponderous keys. Indeed, a "bunch" of keys in France would almost remind one of a prison warder. I feel certain that if some firm introduced our patent locks to the large building contractors, they would be very much appreciated.

As I have already said, the houses in France are made of very solid material, and consequently are costly. Iron girders are used for the floors and cast-iron columns for the doorways of shops, but we see none of those light but perfectly solid frame houses, as with us. Wooden houses, costing so little and yet so handsome, are rarely to be seen in this country, yet the climate of France, where extreme cold or heat is unknown, is eminently suitable to that kind of construction. In this direction also, an enterprising company might succeed. Many people would like to have houses of their own, but are deterred by the incidental expenses. If a man wants to build a house, he goes to an architect, who makes out the plan and gives the probable cost. The price named is delusive, as when the contractor takes the affair in hand he manages to bring the cost up to perhaps a third more than was agreed on, whereas under the system prevailing at home, a company sends the plans with fixed prices.

HARVESTS.

The last year has been very favorable to cereals of all kinds, and there is plenty of straw, but the hay crop has been disappointing in returns. It was thin, as rain was more or less scarce, and the result is that the price of hay has doubled as compared with last year.

Fruit, on the other hand, was everywhere abundant; in fact, too much so for those who made a living out of the sale of it, as the prices were so low that they hardly defrayed the expenses of gathering it. The vine is in excellent condition, and, except in a few districts where storms have played some havoc, the season has been exceedingly favorable to the grape. The wine, consequently, will be very abundant and cheap this year. Indeed, I have been told that the difficulty lies, not in obtaining the wine, but the casks to put it in, and for certain ordinary wines the casks cost more than the liquid.

RIBBONS.

The ribbon industry of St. Etienne has during the past year been going through a severe crisis, and as I write it is impossible to say what the future of it will be. In December last, a general strike of the weavers took place and was prolonged several weeks. The low prices paid by the employers was the principal reason of the strike. The conflict was not wholly unexpected, as for a long time it was evident that the position of the weaver was becoming critical. The weaver who worked his own loom did not earn more than 90 cents per day, while the journeyman could not aspire to more than 30 cents. Another reason, although secondary, yet not unimportant, was that of the "mise en train," or the putting of the work on the loom. Hitherto, the time employed in this operation (eight to ten days) was not paid for by the employer; consequently the profits of the weaver were still more reduced.

After nine weeks of considerable agitation, the conflict ended by arbitration. A new tariff was drawn up and accepted by both parties, and the "mise en train" was paid at the rate of 1 franc (19 cents) per 1,000 threads. The loss to the industry caused by the strike was calculated at $3,000,000, of which sum one-third fell on the weavers. The evil did not end here, however. Many foreign buyers who regularly visited St. Etienne twice a year, knowing that they could not get their orders filled, abandoned the market and gave their custom elsewhere. On the other hand, several manufacturers, convinced that the troubles with the city weavers had not entirely ceased, determined to erect manufactories outside the town and even in the neighboring departments. To crown all, the plain and fancy ribbons went out of fashion, velvet ribbons taking their place, so that thousands of looms are more or less idle in the city. In this way, the condition of the weavers is even worse than before the strike.

Those who work at velvet, however, hold an enviable position; prices are high, and orders come faster than they can be executed.

Strange to say, this boom in velvet ribbons came almost entirely from the United States, and the market there has to a certain extent saved the situation at St. Etienne. American buyers have not only cleared all the available stock, but have placed large orders in advance. It was supposed that the fall would have witnessed a change in favor of plain and fancy ribbons, but such does not appear to be the case. Velvet will hold its own for another six months at least.

COAL.

The condition of the coal in this district, and in France in general, has formed the subject of several reports to the Department during the year.[1] The outlook is, to say the least, anything but promising. Not only is the price of the combustible continually going up, but the great iron industries, as well as the railways, are almost threatened with a coal famine.

The situation is indeed precarious for the home product; and if the extensive metallurgic mills maintain their present condition of intense activity, a demand must be made for foreign coal. Already, England has succeeded not only in introducing her coal into the departments of France along the seaboard, but she has penetrated into this region, one of the richest coal beds of France. During last winter, several hundreds of tons were bought by different companies, and a hard struggle is being made to obtain a permanent footing here.

According to the latest statistics (1898), the production of coal for France in general amounted to 32,356,000 tons, representing an increase of a million and a half tons over the preceding year. The value of the fuel at the mouth of the pit was 363,000,000 francs ($72,600,000), giving an average of $2.17 per ton. This year, the average is much higher. In the above total amount of extraction, anthracite was represented by 1,500,000 tons.

Nearly two-thirds of the combustible were furnished by the coal beds of the departments of the Pas de Calais and the Nord, while that of the Loire (this district) took second rank. The consumption of coal for the same year was 43,250,000 tons, necessitating a foreign importation of 11,500,000 tons, most of which came from England. The extraction to meet the exigencies of the situation has considerably increased within the last two years, but the day is not far distant when certain mines like those of this region will have to limit their output, and this brings me to speak of the possibility of introducing American coal.

MARKET FOR AMERICAN COAL.

For the reasons above stated and from knowledge of the coal industry of Europe in general, I unhesitatingly say that our soft coal will compete successfully with that of England. Already, certain railway companies have given it a trial and express themselves well satisfied with it, while many heads of large industries speak of American coal coming into France as a probable eventuality. Although the price per ton must naturally be very high, on account of the transport, yet American coal, possessing the advantage over the French or English product of containing a much larger quantity of volatile elements, is sure to be preferred by the gas works and other industries requiring a high percentage of gas.

To arrive at this desirable result it would be necessary for our mining companies to establish large coal stations at the principal seaport towns, and more especially at Marseilles and Bordeaux. Orders are sure to follow.

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[1] See Special Consular Reports, Foreign Markets for American Coal.

AUTOMOBILES AND BICYCLES.

The industry in these machines, which yesterday were looked on as luxuries, but to-day are of almost absolute necessity, continues to be very active. A good deal of money has been put into the business, and the variety of machines turned out is enormous.

This variety is more particularly noticed in the building of automobiles, each house having its special make. On account of keen competition, prices are being lowered, and in a few years these machines will be available to the ordinary public.

The motor power is still petroleum and its derivatives; but this element must give way in time to electricity. As it is, there exist many electric motors, but the others are considered the most convenient.

I hear the automobile has for the first time been brought into requisition on a large scale in the annual army maneuvers, and has given every satisfaction. Not only have generals used the machines, but they have been employed for the transport of provisions to the different camps. Perhaps, one of the principal features of the late army maneuvers was the employment of an automobile carrying a powerful searchlight. When in operation this diminutive light-house, or "phare," as it is called, illuminates the district to a distance of nearly 3 miles. Its advantage in time of war is obvious.

I am given to understand that the postal department is projecting the introduction of small postal automobiles. These vehicles will be furnished with electric motors of sufficient power to run about 80 miles without being recharged.

A novel kind of conveyance has been running on the roads here for some time. It consists of an omnibus driven by steam; the engine is in front, but forms an integral part of the car. The wheels are about 6 inches wide, and the carriage accommodates twenty persons. It seems to answer the purpose very well, but in wet weather the wear and tear to the roads is considerable. Already, four of these vehicles connect suburban points with the city.

What chance has the United States to obtain a steady market for automobiles and bicycles in France? Every chance, I believe, if our home constructors will establish agencies in the principal cities, and fix a moderate price on the machines. As regards French automobiles, the prices vary naturally with the number of seats and the make, but a good machine for two persons can be obtained at any house for $800, and even less, the half of which represents clear profit to the constructor. The amount is large, but it is paid by those who desire that mode of locomotion. Now, if our builders in the United States could see their way to export to France similar machines at the same price, or even a little less, contenting themselves at the beginning with smaller profits, they would be sure to penetrate into the country. Another reason in favor of the success of the enterprise would lie in the fact that generally when a person orders an automobile here, he has to wait from two to six months to get it, as very few are made in advance. When a man wants one of these machines he burns with a desire to have it there and then, and will readily pay a little extra to have that desire satisfied.

TRAMWAYS.

Several new lines of tramways have been projected in this district, and to some of them the permission to proceed with construction has been granted. The cars will be all electric and will cover long distances. A year ago, two American gentlemen came to my office to inquire as to the feasibility of opening new lines of street railways in the region. I assured them that the idea was seriously entertained and that I would give them every help in the matter. They said they would call again, but I have not seen them since. I have been told, however, that they went to Geneva, where they have succeeded in laying down several lines.

Street railways have been very successful in St. Etienne, and the new lines about to be opened will surely give good returns.

EXPORTATIONS.

The exportations from this consular district have exceeded those of last year, especially as regards velvet ribbons.

The following is a list of the principal articles exported from this consulate for the year ended June 30, 1900:

Chaplets (beads)	$479.19
Braids	19,773.18
Button stock	34,715.67
Cheese	136,009.87
Gloves	43,206.09
Glove skin	35,955.68
Lace	26,187.12
Mineral water	1,503.74
Preserved fruit	$9,646.29
Rat traps	7,476.81
Ribbons:	
Silk	315,372.59
Velvet	780,134.06
Elastic	4,303.11
Stone (cut)	2,785.18

The total for all articles for the year was $1,628,596.88.

COAL AND IRON FIGURES IN 1900.

As I was closing this report, the statistics for the production of coal and iron in France for the first six months of the present year were published by the minister of public works.

During that period, the extraction of coal in France amounted to 16,529,887 tons, showing an increase of 146,099 tons over the preceding year. In this total the coal beds of this district figured for 1,948,509 tons.

During the same period, the production of pig iron attained 1,341,988 tons, against 1,287,041 tons last year.

In manufactured iron, the French production for the first six months was 410,803 tons, being a slight decrease on that of 1899.

As to steel, 813,164 tons were manufactured, against 771,425 of last year.

Hilary S. Brunot, *Consul.*

St. Etienne, *October 1, 1900.*

GERMANY.

REPORT FROM CONSULATE-GENERAL AT BERLIN.

The year 1899 added another twelvemonth to the period of commercial and industrial activity which, since 1873, has raised Germany to a place in the front rank of financial, mercantile, and manufacturing nations. Although there became visible during the autumn of last year signs which indicated that the present limit of safe and judicious expansion had been nearly reached, this had no effect upon the exports and imports of the year, which surpassed, both in quantity and value, those of any previous year. The total value of German foreign trade during the seven years ended with 1899, was as follows:

Year.	Imports.	Exports.	Total.
1893	$983,908,660	$772,205,756	$1,756,114,416
1894	1,019,956,854	726,252,246	1,746,209,194
1895	1,010,574,418	814,977,450	1,825,551,868
1896	1,088,480,624	874,287,702	1,962,768,326
1897	1,150,228,058	906,335,178	2,056,563,236
1898	1,303,680,224	952,415,548	2,256,095,772
1899	1,376,508,464	1,039,681,342	2,416,184,806
Increase 1899	72,823,240	87,265,794	160,089,034

As to quantity, the imports of 1899 amounted to 44,651,501 metric tons, an increase of 1,921,663 tons over those of 1898, while the exports reached a total of 30,403,007 tons, or 308,689 more than those of the preceding year.

The values of declared exports from Germany to the United States during the year, as shown by the returns of the United States consulates in this country, aggregated 381,850,469 marks, or $90,916,778.17, an increase of $7,725,762.60, or 32,448,203 marks, over those of 1898.

The total imports into Germany from the United States during the same period were valued, according to German statistics, at 907,235,000 marks, or $215,921,930, leaving the formidable balance of $125,015,152 in favor of the United States, although it should be stated that these import statistics include the values of American merchandise landed at Hamburg, Bremen, and other ports in transit to Russia, Austria, and other adjoining countries.

NATURE OF IMPORTS AND EXPORTS.

The following summary of the imports and exports of 1899 in each class and in the order of their importance, shows at a glance how enormous is the German import of raw materials, and how largely the exports from this country consist of manufactured merchandise, the production of which is dependent, in a greater or less degree, upon the use of such imported materials:

IMPORTS, 1899.

[1,000 marks=$238.]

Articles.	Marks.	United States currency.	Per cent of total.
Wool, raw	328,400,000	$78,159,200	5.7
Cotton, raw	228,500,000	54,383,000	4.0
Wheat	180,400,000	42,935,200	3.1
Gold, ingots	143,800,000	34,224,400	2.5
Maize	135,200,000	32,177,600	2.2
Coffee, raw	128,000,000	30,464,000	2.2
Barley	127,900,000	30,440,200	2.2
Silk, raw	127,600,000	30,368,800	2.2
Gold coins	127,500,000	30,345,000	2.2
Lumber (sawed)	123,700,000	29,440,600	2.1
Woolen yarn	113,400,000	26,989,200	2.0
Copper, raw	104,000,000	24,752,000	1.8
Logs and timber	98,000,000	23,324,000	1.7
Eggs	96,000,000	22,848,000	1.7
Tobacco leaf	89,100,000	21,205,800	1.5
Horses	88,000,000	20,944,000	1.5
Hides	81,200,000	19,325,600	1.4
Coal	85,400,000	20,325,200	1.5
Lard and fat	80,600,000	19,182,800	1.4
Petroleum	79,100,000	18,825,800	1.4
Chili saltpeter	77,700,000	18,492,600	1.4
Wool, combed	77,500,000	18,445,000	1.3
Caoutchouc	76,700,000	18,254,600	1.3
Iron ores	70,200,000	16,707,600	1.2
Machinery	67,500,000	16,065,000	1.1
Rye	64,900,000	15,446,200	1.1
Beef	62,450,000	14,863,100	1.1
Brown coal	60,300,000	14,351,400	1.0
Rice	57,900,000	13,780,200	1.0
Bran and malt	57,600,000	13,708,800	1.0
Cotton yarn	55,600,000	13,332,800	1.0
Flaxseed	54,900,000	13,066,200	1.0
Oil cake	54,200,000	12,899,600	.9
Split timber	52,000,000	12,376,000	.9
Pig iron	39,900,000	9,496,200	.7
Entrails	39,000,000	9,282,000	.7
Furs and skins	37,900,000	9,020,200	.7
Wine in casks	36,900,000	8,782,200	.6
Fresh fruits	36,300,000	8,639,400	.6
Herrings (salt)	35,800,000	8,520,400	.6
Silk goods	35,600,000	8,472,800	.6
Poultry (live)	33,200,000	7,901,600	.6
Cotton goods	32,500,000	7,735,000	.6
Clover and other seed	30,500,000	7,259,000	.5
Palm nuts, copra, etc	30,400,000	7,235,200	.5
Tin	30,300,000	7,211,400	.5
Calfskins	30,000,000	7,140,000	.5
Oats	28,500,000	6,783,000	.5
Jute	27,200,000	6,473,600	.5
Hemp	27,000,000	6,426,000	.5
Cattle	26,100,000	6,211,800	.5
Floss silk (undyed)	25,900,000	6,164,200	.5
Fresh fish	25,100,000	5,973,800	.4
Cocoa beans (raw)	24,900,000	5,926,200	.4
All other, undesignated	1,696,100,000	403,671,800	29.3
Total	5,783,600,000	1,367,503,500	100.0

EXPORTS, 1899.

Articles.	Marks.	United States currency.	Per cent of total.
Woolen goods	217,200,000	$51,693,600	5.0
Cotton goods	206,800,000	49,218,400	4.7
Sugar	203,600,000	48,456,800	4.7
Machinery	189,400,000	45,077,200	4.3
Coal	180,200,000	42,887,600	4.1
Silk goods	142,700,000	33,962,600	3.3
Iron manufactures, coarse	138,500,000	32,963,000	3.2
Gold coin	122,200,000	29,083,600	2.8
Clothing	92,300,000	21,967,400	2.1
Coal-tar colors	74,700,000	17,778,600	1.7
Books, maps, and music	70,600,000	16,802,800	1.6
Engravings	62,200,000	14,803,600	1.4
Woolen yarn	57,300,000	13,637,400	1.3
Leather goods, fine	54,500,000	12,971,000	1.2
Leather, enameled and colored	51,700,000	12,304,600	1.2
Gold and silver ware	48,700,000	11,590,600	1.1
Ironware	47,200,000	11,233,600	1.1
Coke	46,000,000	10,948,000	1.1
Toys	43,000,000	10,234,000	1.0
Porcelain	32,400,000	7,711,200	.7
Wool, combed	32,400,000	7,711,200	.7

EXPORTS, 1899—Continued.

Articles.	Marks.	United States currency.	Per cent of total.
Cattle hides	31,100,000	$7,401,800	0.7
Furs and skins	30,300,000	7,211,400	.7
Structural iron	28,800,000	6,854,400	.7
Rubber goods, soft	28,400,000	6,759,200	.7
Brass and copper wares	27,900,000	6,640,200	.6
Wrought-iron bars	27,100,000	6,449,800	.6
Iron plates and tin plates	26,200,000	6,235,600	.6
Wooden ware	26,100,000	6,211,800	.6
Pianos, etc	25,500,000	6,069,000	.6
Cotton, raw	25,500,000	6,069,000	.6
Wheat	25,300,000	6,021,400	.6
Iron wire	25,200,000	5,997,600	.6
Paper, colored and gilt	24,900,000	5,926,200	.6
Caoutchouc, gutta-percha	24,300,000	5,783,400	.6
Wool, raw and combed	24,200,000	5,759,600	.6
Silk, raw	24,000,000	5,712,000	.6
Cotton yarn	22,900,000	5,450,200	.5
Rice	22,800,000	5,426,400	.5
Zinc	22,700,000	5,402,600	.5
Flour	22,600,000	5,378,800	.5
Gloves, of leather	22,400,000	5,331,200	.5
Cement	20,700,000	4,926,600	.5
Furniture	19,700,000	4,688,600	.5
Beer	19,600,000	4,664,800	.4
Scientific instruments	18,700,000	4,450,600	.4
Paper, and preparation of	18,700,000	4,450,600	.4
Linen, underwear	18,400,000	4,379,200	.4
Telegraph cables	18,300,000	4,355,400	.4
Silk, half-silk wear	18,000,000	4,284,000	.4
Calfskins	17,900,000	4,260,200	.4
Brushes	17,600,000	4,188,800	.4
Raw silk, colored	17,600,000	4,188,800	.4
Hops	17,100,000	4,069,800	.4
All other undesignated	1,494,300,000	355,643,400	34.2
Total	4,368,400,000	1,039,681,300	100.0

GEOGRAPHICAL DISTRIBUTION OF GERMANY'S FOREIGN TRADE.

The following tables show the value of German imports from and exports to the several foreign countries during 1899, with the percentage of each country in either category:

IMPORTS.

[1,000 marks = $238.]

Country.	Marks.	United States currency.	Per cent of total.
United States	907,200,000	$215,913,600	15.7
Great Britain	777,100,000	184,949,800	13.4
Austria-Hungary	730,400,000	173,835,200	12.6
Russia	701,700,000	167,004,600	12.1
Finland	14,200,000	3,379,600	.2
France and Algeria	303,100,000	72,137,800	5.3
Belgium	246,100,000	58,571,800	4.3
British East Indies	230,500,000	54,859,000	4.0
Netherlands	203,300,000	48,385,400	3.5
Italy	197,000,000	46,886,000	3.4
Argentina	194,500,000	46,291,000	3.4
Switzerland	176,300,000	41,959,400	3.0
British Australia	121,100,000	28,821,800	2.1
Sweden	104,200,000	24,799,600	1.8
Chile	93,400,000	22,229,200	1.6
Brazil	91,000,000	18,445,000	1.6
Denmark	77,500,000	16,541,000	1.3
Spain	69,500,000	14,851,200	1.2
Dutch East Indies	62,400,000	9,353,400	1.1
Transvaal	39,300,000	7,592,200	.7
Egypt	31,900,000	7,140,000	.6
British South Africa	30,000,000	5,331,200	.5
Guatemala	22,400,000	975,800	.4
Costa Rica	4,100,000	737,800	.1
Honduras, Nicaragua	3,100,000	6,902,000	.1
China	29,000,000	6,878,200	.5
Turkey	28,900,000	6,449,800	.5
Roumania	27,100,000	5,902,400	.5
Norway	24,800,000	4,593,400	.4

IMPORTS, 1899—Continued.

County.	Marks.	United States currency.	Per cent of total.
Hamburg (free port)	19,300,000	$3,927,000	0.3
Japan	16,500,000	3,784,200	.3
Portugal	15,900,000	3,117,800	.3
Uruguay	13,100,000	3,070,200	.2
Cuba, Porto Rico	12,900,000	2,808,400	.2
Mexico	11,800,000	2,380,000	.2
Equador	10,000,000	1,523,200	.1
Haiti	6,400,000	714,000	.1
Dominican Republic	3,000,000	2,237,200	.1
Venezuela	9,400,000	1,999,200	.1
Greece	8,400,000	1,975,400	.1
Colombia	8,300,000	1,904,000	.1
Servia	8,000,000	1,856,400	.1
British West Indies	7,800,000	1,356,600	.1
Bolivia	5,700,000	1,190,000	.1
Morocco	5,000,000	999,600	.1
British North America	4,200,000	975,800	.1
Peru	4,100,000	856,800	.1
German West Africa	3,600,000	47,600	.1
German Southwest Africa	200,000	1,761,200	.0
Portuguese West Africa	7,400,000	6,211,800	.1
British West Africa	26,100,000	809,200	.4
French West Africa	3,400,000	6,402,200	.1
All other countries	26,900,000	6,402,200	.5
Total	5,783,600,000	1,376,503,500	100.0

EXPORTS.

County.	Marks.	United States currency.	Per cent of total.
Great Britain	851,600,000	$202,680,800	19.5
Austria-Hungary	466,000,000	110,908,000	10.7
Russia and Finland	437,300,000	104,077,400	10.0
United States	377,600,000	89,868,800	8.6
Netherlands	327,700,000	77,992,600	7.5
Switzerland	284,700,000	67,758,600	6.5
France	217,400,000	51,741,200	5.4
Belgium	207,100,000	49,289,800	4.7
Sweden	136,100,000	32,381,800	3.1
Denmark	125,800,000	29,940,400	2.9
Italy	116,000,000	27,608,000	2.7
Norway	77,000,000	18,326,000	1.8
Hamburg (free port)	70,800,000	16,850,400	1.6
British East Indies	65,300,000	15,541,400	1.5
Argentina	52,300,000	12,447,400	1.2
China	50,600,000	12,042,800	1.2
Brazil	46,500,000	11,067,000	1.1
Spain	44,000,000	10,472,000	1.0
Japan	40,900,000	9,734,200	.9
British Australia	37,800,000	8,996,400	.9
Roumania	36,800,000	8,758,400	.8
Turkey	32,600,000	7,758,800	.7
Chile	28,100,000	6,687,800	.6
British North America	23,700,000	5,640,600	.5
Mexico	22,300,000	5,307,400	.5
Dutch East Indies	19,500,000	4,641,000	.4
Orange Free State	500,000	119,000	....
German West Africa	6,700,000	1,594,600	.1
German Southwest Africa	4,800,000	1,142,400	....
Transvaal	11,300,000	2,689,400	.3
Uruguay	10,400,000	2,475,200	.2
Cuba, Porto Rico	9,800,000	2,332,400	.2
Egypt	9,700,000	2,308,600	.2
Peru	7,700,000	1,832,600	.2
Bulgaria	5,600,000	1,332,800	.1
Greece	5,000,000	1,190,000	.1
Colombia	5,000,000	1,190,000	.1
Honduras, Nicaragua, Salvador	1,800,000	428,400	....
Costa Rica	1,200,000	285,600	.3
Guatemala	1,100,000	261,800	....
Servia	4,100,000	975,800	.1
Venezuela	4,000,000	952,000	.1
Ecuador	3,500,000	833,000	.1
Bolivia	2,800,000	666,400	.1
Philippine Islands	2,700,000	642,600	.1
German East Africa	2,600,000	618,800	.1
Dominican Republic	700,000	166,600	....
Haiti	500,000	119,000	....
British West Africa	8,000,000	1,904,000	.2
Bremen (free port)	7,200,000	1,713,600	.2
All other countries	26,000,000	6,188,000	.6
Total	4,368,400,000	1,039,681,300	100.0

Thus it is shown that, while the United States lead all other countries in the magnitude of their exports to Germany, they drop to the fourth place in respect to imports from this country, and that the entire exports of the fatherland to the German colonies in East and West Africa, during 1899, amounted to only 11,500,000 marks or $2,837,000.

EXPORTS AND IMPORTS DURING THE FIRST SIX MONTHS OF 1900.

Pursuing this comparison down to the close of June, 1900, it is found that the total weight of German imports for the first six months of this year was 246,772,508 tons, while the exports amounted to 185,487,860 tons, the imports showing a slight decline and the exports a small increase in weight over those for the corresponding period of the preceding year.

The exports from Germany to the United States have steadily increased from 1897 down to the present date, the total declared values for the fiscal year ended June 30, 1900, having aggregated $83,744,791, an increase of $9,516,304 over those of the previous fiscal year, while the exports of the quarter ended September 30, 1900, amounted to $23,863,804, an increase of $1,210,736 over those of the corresponding quarter of 1899.

Among the notable items of increase during the first six months of the present year was that of iron manufactures and pig iron, which are valued at $27,370,000, against $20,700,000 for the same period of 1898 and $14,280,000 in the first half of 1897. As an illustration of the important part which the United States now plays in supplying Germany with machinery, machine tools, etc., the following schedule is given, showing the total importation of certain articles in these categories and the proportion of each that came from our country:

Articles.	Total imports.	Imports from United States.
	Tons.	*Tons.*
Large cutlery (scythes, cradle blades, paper knives)	231	161
Shears and other cutlery	111	47
Other iron implements	227	76
Fine cast goods	347	181
Hand sewing machines	906	786
Sewing and other machines	1,995	387
Bicycles and parts	268	89
Writing and calculating machines	30	22
Wrought-iron piping	12,113	5,098
Polished, varnished, and enameled coarse goods	2,761	621
Agricultural machinery	21,706	16,522
Elevators	1,055	524
Machinery for pulp and paper mills	201	35
Electrical machinery	1,714	195
Mill machinery	691	157
Locomotives and engines	2,275	107
Machine tools	3,916	2,938
Other machinery for manufacturing purposes	8,881	1,563

It is but natural that under present conditions of supply and demand, German manufacturers should be somewhat restive under these heavy imports of machinery and implements, which, they insist, should be made at home, and there will be put forth a strong effort to secure an increase of 15 marks ($3.57) per metric hundredweight in the duty on machinery, under the new tariff that will be enacted during the coming session of the Reichstag.

FLUCTUATIONS IN PRINCIPAL IMPORTS FROM THE UNITED STATES.

Referring to the record of 1899, it will be of interest to note the fluctuations in the receipts of twenty leading staples which form the bulk of German imports from the United States, the comparison being given in units of metric tons (2,204.6 pounds avoirdupois):

Imports.

Articles.	1897.	1898.	1899.	Gain or loss in 1899.
	Met. tons.	*Met. tons.*	*Met. tons.*	*Met. tons.*
Raw cotton	225,273	285,958	258,066	− 27,892
Raw tobacco and stems	10,726	10,981	13,056	+ 2,075
Hides and skins	6,381	6,239	8,688	− 2,551
Lumber and timber	207,288	271,298	324,585	+ 53,290
Meats, canned, etc	27,276	37,214	4,298	− 32,916
Buckwheat	16,008	15,832	7,015	− 8,817
Barley	118,928	37,629	54,927	+ 17,298
Oats	96,009	220,463	94,518	−125,945
Corn	976,034	1,231,685	1,246,507	+ 14,822
Wheat	207,261	528,021	710,317	+182,296
Rye	142,997	248,912	70,494	−178,418
Petroleum, refined	837,659	874,242	831,112	− 43,130
Pig iron	18,034	20,849	29,661	+ 8,812
Pork meats	18,034	20,849	30,324	+ 9,475
Fruits:				
Fresh	10,337	2,686	3,548	+ 862
Dried	17,850	13,275	12,117	− 1,158
Cotton-seed oil	15,548	25,320	16,827	− 8,491
Oil cake, etc	159,483	206,642	278,810	+ 72,168
Bicycles	224	462	189	− 273
Copper, raw	....	52,473	47,742	− 4,731

The small decline in imports of dried fruits was due solely to the short crop and consequent scarcity and high prices in the United States. The fact is, however, that American dried fruits—apples, prunes, apricots, pears, and peaches—are steadily growing in popularity in the German market, and all indications point to a largely increased importation during the present season. The fine, highly flavored prunes of the Pacific coast are replacing in German consumption the cheap and inferior grades from Bosnia and the high-class but more expensive prunes from southern France.

Especially notable in the above exhibit is the increase in the import of forage grains, and this comparison is still more striking if it is carried backward five or six years, when the real strength of this branch of trade began to develop. For instance, the total German import of American corn in 1895 was only 181,848 tons, against the 1,246,507 tons of last year. The whole import of American oats in 1895 was but 1,571 tons, and of oil cake 96,152 tons, against the 278,810 tons imported in 1899.

It is not to be denied that statistics like these inspire great uneasiness among certain German economists, particularly those of agrarian tendencies, who insist that in respect to food products, forage grains, and certain other materials, Germany is becoming altogether too dependent upon the United States. This sentiment was sharply evinced in the wholesale denunciation by the German press of the recent $20,000,000 loan which was placed by the Imperial Government at New York. It is pointed out that in the decade from 1890 to 1899, the total imports into the United States from Germany were $885,065,402, while the imports of Germany from the United States were valued at $1,085,826,756, leaving a net balance of $200,761,354 against the Empire; and the question is asked when and where this dependence upon the Republic for cotton, copper, breadstuffs, meats, petroleum, forage grains, and, now, money is going to end, or whither it will lead if not checked by higher duties and sharper restrictions. The sting of all such reasoning as this is of course drawn when it is remembered how large a part of these imports consisted of the raw materials without which German industries could not exist, and meats and other food products which the working people of Germany thirty years ago knew only by name. The fact that they can and do afford to eat them now in constantly increasing quantities proves simply that Germany has become a prosperous and successful industrial nation. The statistics of the five years from 1895 to 1899 show that, notwithstanding all the efforts of German agriculturists to supply the home demand, 8.1 per cent of the total consumption of rye, 29.6 per cent of wheat, 30 per cent of barley, and 6.2 per cent of oats must be imported from other countries, and it is not apparent that these conditions are likely to be materially changed in future. The population of the German Empire increases about 800,000 souls per annum, and with every effort on the part of the food-producing classes, they can do no more than follow far behind this increase without any immediate prospect of overtaking it. Notwithstanding this, a movement is now in progress to demand an increase of the import duty on wheat and rye to 8 marks ($1.90) per 100 kilograms (3.66 bushels of wheat and 3.93 bushels of rye). This would be equivalent to a duty of about 52 cents per bushel on the wheat, and if enacted and enforced, as now seems probable, it would seriously affect the food supply of the working classes and drive them back to the sour, hard, black bread of former years.

GENERAL INDUSTRIAL AND FINANCIAL SITUATION.

In the preceding reports of this series, there has been during the past six years little or nothing to record except a steady and rapid development of manufacturing industries and commercial activity throughout the Empire. During the critical period of 1894, 1895, and 1896, when the iron and steel interests of the United States were in a depressed and struggling condition, American visitors who came to examine the coke-making plants in Westphalia and Silesia were surprised to find furnaces and rolling mills generally in active operation, and the cutlery, hardware, and other assimilated industries busy and prosperous. This was due to various causes, which were explained at the time, one of which was the steady and rapid development of shipbuilding, the improvement of the State railways, and the fact that the export trade to South America, Australia, and other new markets was becoming established through the influence of German steamship lines and the enterprise of German bankers and capitalists in making large and judicious investments in foreign fields.

This has gone on steadily, the producing capacity of all leading German industries growing steadily from year to year, until the present limit of judicious expansion has been apparently reached. In several branches of iron and steel manufacture, the point of highest prosperity has been passed, production has overtaken the demands of both home and foreign trade, and in the face of a falling metal market conservative managers have begun during the past three months to visibly shorten sail. Most of the works are still busy upon orders booked several months ago; but, with the exception of shipbuilding, locomotives, gas engines, and certain forms of electrical machinery, the demand has slackened, and deliveries which, a year ago, could not be promised under four or five months are now made in as many weeks. The Prussian State Railway Administration has begun an important extension of its facilities, especially in the freight department, which had become superannuated and far behind the present requirements of traffic. It is stated upon official authority that orders have been given to German builders for 780 locomotives, at an aggregate cost of 45,000,000 marks ($10,710,000), which are to be delivered between January, 1901, and April, 1902. Car builders are also supplied with orders which will keep them occupied for many months to come.

Shipbuilding is still as active and prosperous as at any time heretofore. The two great companies at Hamburg and Bremen, which have done so much for the development and extension of the German merchant marine, have gone on increasing the number, size, and speed of their vessels until they have distanced all foreign rivals and are now forced to compete with each other for the speed record of the sea. Four shipyards at Stettin, Kiel, Flensburg, and Bremen have increased their share capital by nearly $2,000,000 during the past eight months, in order to keep pace with their growing business; and the Hamburg-American Steamship Company, which paid 8 per cent dividends last year and has 177 steamers in service, has besides 25 new ones under construction, mainly in England, because the German builders are too busy to undertake them. The North German Lloyd Company has 223 vessels in service, 20 under construction, and from its 20,410,613 marks net earnings, paid last year a 7½ per cent dividend.

The German exhibit at the Paris Exposition is conceded on all hands to have been—especially in the departments of machinery, chemicals, and all that relates to the application of science to industry—a triumphant vindication of German methods and a display which alone would establish the right of the Fatherland to a place in the front rank of industrial and commercial nations.

As has been above intimated, there is inevitably a reverse side to the medal, and some of the clouds on the horizon are of a nature to inspire a certain degree of anxiety. In addition to acknowledged overproduction in cement, iron tubing, and various other manufactured products, and the temporary stoppage in exports to China and the South African States, there is the fact that the wide and enormous expansion of industries and commerce has so absorbed German capital that there is now a serious stringency in the money market, which has helped to depress securities of all kinds and embarrass many manufacturers who operate independently of syndicates and combinations. It is well known that German banks finance industrial and commercial enterprises to an extent unknown in any other country, and it is estimated by the Moniteur Industriel that German investments of various kinds in foreign countries now amount to not less than 7,500,000,000 marks ($1,785,000,000), distributed throughout Turkey, Africa, China, Mexico, South America, Canada, and the United States. There are invested in the 150 German stock companies which manufacture electrical machinery and equipments more than $200,000,000, or nearly four times the amount of such investments in 1896. To this may be added

450,000,000 marks, or more than $100,000,000, invested in electric tramways, lighting, and power plants during the same period. The average dividends paid by the electric manufacturing companies in 1899 was 9.3 per cent; but nothing could prevail against the downward tendency of industrial investments, and electrical stocks have shared in the general drop which has taken place during the past six months. As a measure of this decline, there is herewith given the market values of the stocks of several leading companies on the 1st of January, June, and October, 1900, respectively:

Company.	January 1.	June 1.	October 1.
Siemens & Halske	178	171	159
Schuckert & Co	227.6	213.4	185.4
Helios	167.75	155.6	127
Union Electrical Co	171.3	137.5	134
Berlin Electrical Works	216.5	204.8	192.5

These are all companies of the highest responsibility, admirably managed, and stocked with orders for months to come. The same decline in stock values is seen even in the chemical industry, in which the Germans are easily preeminent.

For instance, a company in one of the North German seaports which makes chemical fertilizers and pays this year as well as last a 12 per cent dividend, has seen its stock drop from 166 to 134 since May 1, for no other apparent reason than tightness in the money market and the desire of timid stockholders to realize on their shares.

German national 3 percents, with the whole credit and strength of the Imperial Government behind them, are quoted to-day at 85.4, while French 3 per cent rentes are 101 and English 2¾ consols a fraction higher.

It is beyond the scope and purpose of this report to undertake any discussion as to what or how much all this may mean beyond the obvious fact that, notwithstanding her progress and prosperity during the last thirty years, Germany is still poor in accumulated wealth in comparison with France and England, and that her available capital is so wholly invested and actively employed that all share values—even the best—are kept by pressure of the money market inordinately low. Writers in other countries, especially England, have painted the situation in somber colors, inveighed against the zeal of German banks in financing industrial and foreign enterprises, and predicted stormy weather for German metal industries in face of the increased cost of fuel and the overshadowing competition of the United States. While these general aspects of the situation are clearly recognized in Germany, there is no outward symptom of trepidation or panic, and business men of all classes face the future with apparent confidence. While many are disposed to admit that the creative energy of the past few years has pushed production beyond the present capacity of home and foreign markets, they insist that this activity is the result of much deeper and more permanent influences than those which determine a merely temporary industrial revival, and that their present position, attained through advanced technical and commercial education, industry, frugal living, and the skillful application of science to manufacturing processes, can not be undermined by any mere stringency of money or other temporary cause. Their people have been trained for generations to hard work and plain living, and while new and wider markets are urgently necessary, they have acquired the capacity of cheap manufacture, the ships, and the national force as a world power to secure and retain them.

Even the strained condition of the fuel market is pointed to as a normal symptom of industrial health and vigor. Coal is scarce and dear in Germany, not because the native deposits are approaching exhaustion nor because less is being mined than hitherto, but because more is used than ever before. The German output of cóal in 1899 was 101,621,866 metric tons,[1] against 96,309,652 tons mined during the preceding year, and the output of the first nine months of 1900 has far surpassed the record of any other corresponding period. Here, as elsewhere, the substitution of electric tramways for horse power, steam vessels for sail, the heating of buildings with coal and coke instead of wood, the increased traffic of railways, and the extension of every branch of manufacture that consumes fuel or uses power, have combined to overdraw the carefully regulated product of domestic mines, while high prices and short supply in England and Austria have curtailed the supply from those sources. Whether any important part of this deficit can be filled in the near future by American coal is, as has been repeatedly stated in consular reports, a question of ocean transportation, for which the future must provide. Berlin, with water transportation from Hamburg during eight months of the year at 75 to 80 cents per ton, is to-day paying $6.25 per ton for ordinary Silesian steam coal. Briquettes and other kinds of household fuel command double the prices of fifteen months ago, with the prospect of still further advance on the setting in of winter.

AGRICULTURE AND AGRARIAN LEGISLATION.

The condition of German agriculture is still unsatisfactory and presents a complicated and difficult problem for those who seek to mitigate its difficulties by legislation. The total wheat crop of 1900 is reckoned at 122,034,000 bushels, against 138,210,600 bushels in 1899; so that unless the purchasing power of the people is restricted by lower wages or lack of employment, there will be needed about 14,000,000 hectoliters (38,732,000 bushels) of imported wheat to supply the deficit until after the harvest of another year.

In a commercial sense, the most important agricultural product of Germany is beet sugar. The business year is reckoned from August 1 to July 31, so that the statistics of the past year's crop are now available and show the entire product of Germany to have been 1,576,673 tons of raw and 1,212,271 tons of refined sugar. Reckoning the refined at its due equivalent in raw, the total raw-sugar crop of the past year was 1,791,252 metric tons, an increase of 68,823 tons over the product of the preceding year. The yield was exceptionally favorable, being at the rate of 1 ton of sugar for 6.96 tons of beets, against 7.05 tons in 1898–99, 7.43 tons in 1897–98, and 7.53 tons in 1896–97. But, notwithstanding this most favorable yield, there has been a falling off in the exports of German sugar, the decline being from 1,186,962 tons in 1896–97 to 982,869 tons in 1897–98, 956,214 tons in 1898–99, and 924,562 tons in 1899–1900. There is thus a net loss of 31,700 tons in comparison with the exports of the last preceding year, and nearly 100,000 tons since 1896. The exports to the nine principal countries have fluctuated as follows during the past three years:

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[1] 1 metric ton=2,204.6 pounds.

Country.	1899-1900.	1898-99.	1897-98.
	Tons.	*Tons.*	*Tons.*
Great Britain	521,981	607,595	628,367
United States	218,540	188,852	142,434
British North America	40,500	51,474	38,474
Hamburg (free port)	27,541	9,105	43,292
Japan	20,392	16,074	31,326
Norway	20,233	17,681	17,328
Switzerland	12,654	12,127	12,925
Denmark	11,845	13,004	7,358
Portugal	8,262	7,778	6,765

So that, while the export to the United States gained 29,688 tons, that to Great Britain fell off 85,614 tons, or 14.1 per cent, and that to Canada about 25 per cent. On the whole, the outlook for the German sugar industry can not be considered brilliant. Under the stimulus of bounties and the incomparable technical skill of German scientists, both the cultivation of beets and the manufacture of sugar have been improved and perfected to the highest possible efficiency. But such a bounty system could naturally not make sugar cheap in Germany and thereby greatly increase the per capita rate of home consumption, and meanwhile every year adds to the sugar-cane growing area of Queensland, Hawaii, Cuba, Porto Rico, and the Philippines, to say nothing of Louisiana and the beet-sugar culture of the United States.

Without entering into further detail, it will suffice to say that, for reasons which have been often stated, German husbandry is no longer profitable, and the agriculturists and landowners are now united in a powerful and aggressive political party and will endeavor to obtain through protective legislation a larger share of the benefits which, as they claim, have fallen in recent times wholly to the share of the industrial and mercantile classes. The law of 1896 forbidding bourse speculations in grain, the meat-inspection act, one clause of which—excluding canned meats and sausages—has just gone into effect, and the regulations concerning inspections of fruit have been adopted in deference to agrarian influences, which will seek to prevent the reenactment of the liberal commercial treaties of the Caprivi period and to secure higher import duties on grains and other food stuffs. Against the agrarian demands there are leagued the industrial and commercial classes, who know that in order to maintain her place as an exporting nation, Germany must have cheap and abundant food and raw materials of many kinds, which can not be produced in sufficient quantities at home. Between these two opposing interests the pending contest over the new tariff schedules will be waged, and no foreign country—not even Great Britain or Russia—will be more directly interested in the result than the United States. The time is ripe for a calm, deliberate, and scientific revision of the present obsolete and imperfect treaties between the Republic and the Empire—a broad, intelligent adaptation of their relations in all that pertains to reciprocal trade, naturalized citizenship, and other vexed and irritating questions, to the new and vastly enlarged positions which both countries have won since the present treaties were framed.

Here, as elsewhere, the United States is frankly recognized as Germany's most richly endowed, most aggressive, and most formidable rival. On the other hand, the Empire is, after Great Britain, our best customer, and anything which checks the prosperity of her people will diminish to that extent their ability to maintain the reciprocal trade which is now so heavily in favor of the United States. In the commercial competition between the two countries, all natural advantages—cheap and superior ores, coal, lumber, cotton, and food materials—are, and will remain, strongly on the side of our country. To these, Germany can oppose her higher technical and mercantile education, cheaper and more tractable labor, and a merchant marine capable of carrying her products to every market on the globe. Rivals thus endowed and equipped can surely afford to sink all petty jealousies and resentments and meet each other in a spirit of manly emulation and mutual respect.

FRANK H. MASON,
Consul-General.

BERLIN, *October 12, 1900.*

Statement showing the declared values of exports to the United States from Germany during the calendar years 1899 and 1900.

	1899.	1900.	Gain + or loss —.
Aachen	$1,177,035.83	$1,266,561.66	+ $89,525.83
Annaberg	1,578,903.94	2,038,974.54	+ 460,070.60
Bamberg	579,778.99	715,799.93	+ 136,020.94
Barmen	5,029,586.91	4,662,475.07	— 867,111.84
Berlin	6,633,882.63	6,677,356.10	+ 43,472.47
Bremen	2,069,156.57	2,367,183.50	+ 298,016.93
Breslau	1,164,498.34	1,272,740.64	+ 108,242.30
Brunswick	1,380,016.87	1,571,946.16	+ 191,929.29
Chemnitz	4,590,029.06	5,620,942.88	+1,030,918.82
Cologne	1,882,163.09	2,262,270.34	+ 380,107.25
Coburg	2,772,032.31	3,287,488.69	+ 515,456.38
Crefeld	2,346,461.81	2,837,375.48	+ 490,913.07
Dresden	1,061,856.08	1,059,013.68	— 2,752.40
Düsseldorf	1,002,904.88	1,051,910.84	+ 49 005.96
Frankfort	6,716,109.19	6,505,883.12	— 210,226.07
Freiburg im Brunswick	1,111,562.35	1,363,870.10	+ 252,307.75
Glauchau	1,020,931.52	984,465.93	— 36,465.59
Hamburg	13,551,180.85	15,117,096.89	+1,565,916.04
Hanover	1,172,606.24	1,041,781.30	— 130,824.94
Kehl	2,431,269.65	1,580,041.39	— 851,228.20
Leipsic	5,063,519.65	5,582,724.78	+ 519,205.13
Magdeburg	6,849,155.61	10,200,529.57	+3,351,373.96
Mannheim	4,213,735.05	4,782,244.15	+ 568,509.08
Mainz	2,145,765.77	1,914,595.07	— 231,170.70
Munich	841,405.24	712,789.57	— 128,015.67
Nuremberg	3,359,138.20	3,909,997.22	+ 550,859.02
Plauen	1,566,034.41	2,596,299.69	+1,030,265.28
Solingen	1,325,523.12	1,357,006.92	+ 31,483.80
Stettin	3,788,144.83	5,882,598.85	+2,094,454.02
Stuttgart	937,576.24	994,983.67	+ 57,407.43
Weimar	828,061.50	971,640.35	+ 143,579.15
Zittau	926,310.44	993,976.33	+ 67,665.89
Total	90,916,778.17	103,184,654.41	....

Increase, 1900, $12,267,876.24=51,825,080 marks.

AIX LA CHAPELLE.

The amount of structural iron and hardware used in building construction is enormous, and notwithstanding the fact that one of the largest manufactories of iron and steel in Germany (called "Rothe

Erdef") is situated at Aix la Chapelle, this is a field worthy of consideration by our manufacturers. One point is essential, however, and that is prompt delivery. In western Germany, goods could be delivered within four weeks from Baltimore or any port north of that place, especially if sent via the Red Star Line to Antwerp.

Last year's price of heavy structural iron delivered to building lot in this city was 119 marks ($28.32); this year it is 162 marks ($38.56), and light iron, 190 marks ($45.22) per 1,000 kilos or metric ton. Manufacturers of structural iron and dealers in hardware (which is chiefly manufactured in Solingen) heretofore have given builders one year credit, but now the terms are thirty days. Small hardware has advanced 40 to 80 per cent in price.

Germany has a general, and this city a special, law on the weight per meter of all structural iron, and all buildings, etc., here must be erected in strict accordance with these regulations. In my judgment, the best way to place American structural iron and hardware in Germany would be through the architects. All builders' supplies have advanced 30 per cent this year, and as all buildings are architecturally comparatively the same, the character of the hardware and ironwork remains unchanged. There are no wholesale houses in the Aix la Chapelle district.

There was placed in this city within the last year approximately $250,000 worth of American machinery. The Brown Hoisting and Conveying Machinery Company, of Ohio, filled two contracts amounting to $200,000 or more, and I am informed that the work is very satisfactory.

No business of any amount can be done, except by sample or agent.

There was an increase in exports declared to the United States in the last two quarters of the fiscal year ended June 30, 1900, over same period in 1899, of $64,515.35.

The following table shows the most common section dimensions and the price of girders:

	Height.	Breadth.	Thickness of side.	Thickness of flange.	Weight per foot.	Price per ton.
	Inches.	*Inches.*	*Inch.*	*Inch.*	*Pounds.*	
No. 8	3⅛	1⅝	⅛	¼	4.03	$38 to $40
No. 9	3½	1 13/16	3/16	¼	4.08	38 to 40
No. 10	4	2	3/16	¼	5.58	38 to 40
No. 11	4 5/16	2⅛	3/16	¼	6.5	38 to 40
No. 12	4 11/16	2¼	3/16	5/16	7.5	38 to 40
No. 13	5	8	¼	5/16	8.5	38 to 40
No. 14	5½	2⅝	¼	5/16	9.6	38 to 40
No. 15	6	2¾	¼	⅜	10.8	38 to 40
No. 16	6 5/16	2⅞	¼	⅜	13.3	38 to 40
No. 18	7⅛	3¼	¼	⅜	14.7	38 to 40
No. 19	7½	3⅜	¼	7/16	16.1	38 to 40
No. 20	8	3½	5/16	7/16	17.6	38 to 40
No. 21	8¼	3 11/16	5/16	7/16	19.2	38 to 40
No. 22	8 11/16	3⅞	5/16	½	20.8	38 to 40
No. 23	9	4	5/16	½	22.5	38 to 40
No. 24	9 7/16	4⅛	⅜	9/16	28.15	38 to 40
No. 28	10¼	4¾	⅜	⅝	32.2	38 to 40
No. 32	12⅝	5⅛	7/16	11/16	45.7	38 to 40
No. 40	15¾	6⅛	9/16	13/16	62.02	38 to 40

Following are the prices for structural iron:

Soleplates (basic steel), at least six-eighths-inch thickness, in different dimensions, $46 to $50 per ton; fish plates of basic steel, $50 to $54 per ton; teal iron, $52 to $56 per ton; ribbed sheet iron, three-sixteenths-inch thick, $54 to $60 per ton; bevel, roll, and nut iron, $65 to $70 per ton; angle iron, $58 to $60 per ton, and bar and flat iron, $54 to $60 per ton.

F. M. BRUNDAGE,
Counsel.

AIX LA CHAPELLE, *October 25, 1900.*

ANNABERG.

The industrial condition of this consular district has undergone no material change during the past year.

For a small inland mountain city, Annaberg has made some advance in the line of new factories and buildings.

The leading industries in this district consist of the manufacture of dress trimmings, laces, and kid gloves.

The glove industry in Johanngeorgenstadt is in a prosperous condition. The lace business in Eibenstock during the year 1899 and the first half of 1900 has been satisfactory to the manufacturers of that place. But the dress-trimming industry of Annaberg and vicinity has, for the past eighteen months, been discouraging to both manufacturer and exporter.

IMPORTS AND EXPORTS.

It is impossible to obtain any reliable data of the amount or kind of imports from the United States into this consular district, from the fact that none are made direct. The merchants of this district obtain their foreign goods through the importing houses of Hamburg, Bremen, Leipzig, and Chemnitz.

Through the courtesy of the Chamber of Commerce of Chemnitz, I am enabled to furnish some interesting statistics relative to the amount and value of exports of the leading product, dress trimmings (passementerie), from this consular district to the various countries of the world for the years 1899 and 1898:

Countries.	1899.	1898.
Great Britain	$950,000	$1,250,000
United States	535,000	546,258
France	75,000	80,000
Russia	62,000	60,000
The Orient	80,000	85,000
Sweden and Norway	35,000	30,000
Belgium	78,000	82,000
Spain and Portugal	95,000	100,000
Italy	75,000	78,000
South America	60,000	55,000
Austria-Hungary	100,000	110,000

The consumption of dress trimmings manufactured in this district was less than in 1898 in the Empire of Germany, amounting to $130,000, against $140,000 consumed in 1898.

These statistics furnish an approximate idea of the importance, commercially speaking, of this special line of industry in this small mountainous district of Saxony.

The following statements show in detail the declared value of exports from the consular district of Annaberg and its agency at Eibenstock to the United States during the year ended December 31, 1899, as compared with the year 1898, and also for the half years ended June 30, 1900 and 1899, respectively:

Declared value of exports from the consular district of Annaberg to the United States during the calendar year ended December 31, 1899.

Articles.	Quarter ending—				Total for the year.
	March.	June.	September.	December.	
Corks	$159.96		$114.33	$114.33	$388.62
Cotton goods		$148.71	172.50		321.21
Linen goods	8,563.50	7,880.76	3,253.83	4,495.83	24,193.92
Musical goods	225.30	193.52	296.93		715.75
Miscellaneous	403.06				403.06
Paper ware	2,831.28	3,605.57	6,722.03	3,600.47	16,759.35
Tinsel goods	174.51		431.39	518.87	1,124.77
Toys	800.98	21,562.52	18,405.79	3,694.22	44,463.51
Trimmings	127,668.60	113,506.09	200,364.25	104,232.30	545,766.24
Wooden ware	243.38	3,371.00	2,846.87	1,088.52	7,549.77
Total, 1899	141,065.57	150,268.17	232,607.92	117,744.54	641,686.20
Total, 1898	154,590.57	77,525.38	161,207.89	106,672.52	499,996.36
Decrease	13,525.00				
Increase		72,742.79	71,400.03	11,072.02	141,689.84

Declared value of exports from the consular agency of Eibenstock to the United States during the calendar year ended December 31, 1899.

Articles.	Quarter ending—				Total for the year.
	March.	June.	September.	December.	
Baskets	$2,161.67	$849.80	$840.86	$905.20	$4,757.53
Brushes	394.21			9,312.28	9,706.49
Chemical colors	1,597.96	3,057.83	4,008.82	1,631.87	10,296.48
Cotton hosiery	51,070.44	69,917.37	89,857.82	114,275.83	325,121.46
Gloves, leather	63,904.85	81,564.10	101,044.26	114,509.44	361,022.65
Laces	2,176.09	1,458.49	3,728.65	9,373.78	16,737.01
Lace curtains	8,486.05	4,558.69	12,704.11	7,648.72	33,397.57
Miscellaneous	269.89	318.70	2,114.94	4,414.98	7,118.51
Paper, colored	12,948.66	18,527.95	16,618.54	20,258.11	68,353.26
Toys			2,850.87	1,209.94	4,060.81
Trimmings	27,564.03	10,817.01	32,680.02	25,584.91	96,645.97
Total 1899	170,573.85	191,069.94	266,448.89	309,125.06	937,217.74
Total, 1898	191,343.60	75,170.67	168,649.56	143,242.71	578,406.54
Decrease	20,769.75				
Increase		115,899.27	97,799.33	165,882.35	358,811.20

Declared value of exports from the consular district of Annaberg to the United States during the half year ended June 30, 1900.

Articles.	Quarter ending—		Total for the half year.
	March.	June.	
Linen goods	$8,772.15	$8,644.10	$17,416.25
Paper ware	3,894.01	4,890.61	8,784.62
Toys and wooden ware	3,733.39	22,813.03	26,546.42
Trimmings	177,011.07	63,537.49	240,548.56
Miscellaneous	1,085.97	707.10	1,793.07
Total	194,496.59	100,592.83	295,088.92
Total, 1899	141,065.57	150.268.17	291,333.74
Increase			3,755.18

Declared value of exports from the consular district of Eibenstock to the United States during the half year ended June 30, 1900.

Articles.	Quarter ending—		Total for the half year.
	March.	June.	
Chemical colors	$2,294.44	$4,000.74	$6,295.18
Cotton hosiery	136,413.88	123,876.62	260,290.50
Gloves, leather	102,105.49	76,201.27	178,306.76
Laces and lace curtains	22,123.85	17,448.72	39,572.57
Paper, colored	19,813.76	20,598.26	40,412.02
Trimmings	63,795.64	20,391.01	84,186.65
Miscellaneous	9,292.64	27,413.64	36,706.28
Total	355,839.70	289,930.26	645,769.96
Total, 1899	170,573.85	191,069.94	361,643.79
Increase			284,126.17

The total amount of exports from the consular district of Annaberg to the United States for the year 1899 was $1,578,903.94, against $1,078,402.90 for 1898, showing an increase of $490,501.04 in 1899.

The total amount of exports from the district to the United States for the half year ended June 30, 1900, was $940,858.88, against $652,977.53 for the first half of the year 1899, thus showing an increase of $287,881.35 for the first six months of 1900.

JNO. F. WINTER,
Consul.

ANNABERG, *October 30, 1900.*

BARMEN.

Trade during the past year (1899) has been prosperous in almost all branches of the many industries represented in this consular district, and there are very few instances where an increase in the manufacture of textile goods has not been reported. Business was healthy throughout, and general satisfaction prevailed among manufacturers as well as employees.

The export of textile fabrics from this district, especially of articles made in Barmen—such as braids, bindings, and trimmings—showed an increase during 1899 compared with the value of exports in 1898, and judging by the returns of the past two quarters of the present year, there will be a further increase in 1900.

The new system of mercerizing cotton yarns and cotton fabrics has created a very important branch in Germany's industry and is justly looked upon as an invention of great benefit to all cotton-growing countries. The method of mercerizing gives to yarn and fabrics a beautiful luster, which can not be surpassed by the finest silk, and many articles heretofore made of silk are now being produced by mercerized cotton. The demand for trimmings of artificial silk was active in the first six months of last year. It has since fallen off somewhat, for various reasons.

Manufacturing of Italian cloth has increased considerably, and prices have consequently suffered so much that so-called "conventions" had to be formed by the manufacturers in order to uphold them.

The chemical industry during 1899, and up to the recent troubles in the Transvaal and China, has given general satisfaction. Chemical works will momentarily feel the loss of these countries for their export trade, and may still further have to suffer through the nonarrival of returns for past shipments.

While the quarterly report of March 31, 1900, showed quite an increase of export from this consular district, there was some falling off during the quarter ended June 30, 1900. This is principally due to a strike of the cotton and silk dyers, when more than 1,200 journeymen dyers were out of work. This strike naturally caused a great deal of inconvenience to the manufacturers, who were busily engaged upon home and export orders. It lasted about six weeks and ended with the nonsuccess of the laborers' union.

Since the passage of the United States tariff bill of 1897, a number of wealthy manufacturers of this district have established factories in America, and I know of several others who entertain the idea of following this example shortly. These manufacturers, who are experienced exporters, having traded with the United States for many years, are undoubtedly very desirable settlers, and will help to improve the industry of our country.

American goods are to be found everywhere in Germany, among them agricultural implements, tools of numerous description, furniture, shoes, dried fruits, etc. Dealers of such wares in this consular district get their supplies mostly from merchants located in seaports. It is, therefore, impossible to get any statistics of import.

MAX BOUCHSEIN, *Consul.*

BARMEN, *July 10, 1900.*

SUPPLEMENTARY.

It frequently occurs that American manufacturers address this consulate for names of tradespeople in this district, or for various other reasons.

I always take pleasure in replying promptly to such inquiries, and have repeatedly succeeded in connecting our manufacturers with dealers here, to their mutual satisfaction.

Sometimes, however, I have found that want of knowledge as to the method of doing business in Germany has proved a drawback; also, that agents of American manufacturers are inefficient. A case in point has just happened.

In July last, I wrote to a prominent New York firm—iron works—for a catalogue and price list of sanitary plumbing works. By return of mail the firm advised me that their Leipzig agent had been instructed to send me the catalogue, etc.

I then received a letter from the agent, stating that he had forwarded the desired documents by mail, with a charge of 40 marks ($9.52), which amount would be refunded after return of catalogues.

This action shows that the representative had not the least knowledge of the duties and function of an American consul.

After an exchange of several letters, the documents were at last delivered to me, but the incident does not tend to encourage consular effort to develop trade.

Many of our countrymen coming here to sell goods are not conversant with the language spoken. I have quite recently had such a case.

An agent called at this office for information. I took him personally through the near-by country, as he was not able to make himself understood.

The general increase in the importations from the United States into Germany indicates clearly that our manufacturers are profiting by the advice given them by consular officers. There is, however, room for improvement in many ways. Advertisements in German might be of help.

MAX BOUCHSEIN, *Consul.*

BARMEN, *August 23, 1900.*

BRESLAU.

From reports of the different boards of trade, 1899 was a year of economical prosperity, offering ample occasion for work in most of the various branches of industry.

The crop of 1898—the largest which was ever gathered up to that year—was exceeded by the crop of 1899. It is remarkable that this enormous increase of the productiveness of the soil is going hand in hand with a considerable decrease in the supply of agricultural labor. But this want of help was not only felt in agriculture, but in nearly all industrial branches. In the most prosperous industry—coal mining—the want of workmen was so great that the mines could not fill all orders, and there was a temporary scarcity of coal. The dearth in this commodity was also partly caused by the smaller import of English and Austrian coal (on account of the South African war and strikes in the Austrian coal mines) and the prolonged winter. Even after the amendment of all these circumstances—for England's export of coal is again increasing heavily in spite of the continuance of the Transvaal war—there is still an unusual closeness of the coal industry, and complaints are made by the consumers about the deterioration of the quality.

From other branches, such as machine shops, the architectural industry, the cement, lime, and brick industry, and especially the textile industry, come complaints of the lack of workmen.

But all this can not cause great astonishment if we take into consideration the immense increase of the industrial activity, an increase best shown by the fact that while in 1894, the emission value of new industry stocks placed upon the market amounted to 79,000,000 marks, it rose in 1896 to 334,000,000 marks, and in 1899 reached the sum of 861,000,000 marks. Germany has undertaken an amount of work for the accomplishment of which its own forces are not sufficient, and the already strained situation is rendered all the more severe by the forced establishment or enlargement of manufactories which require in their building a vast amount of labor and material. The blast furnaces could not produce the required quantities of raw iron, partly on account of the insufficient ore and coke production, which could not be enlarged in so short a period. The rolling mills and machine shops asked for very long terms for delivery, but notwithstanding this fact the latter very often exceeded the contract limit. The demands for wood—especially for first-class, dry quality—could not be covered. The consumption of copper, which heavily increased on account of its being used for many electro-technical purposes, exceeded the increasing production. Finally, there was a shortage of wool on account of the Transvaal war and epidemic diseases among the flocks in Australia.

All these circumstances, of course, resulted in higher prices for raw material generally, but in consequence of the increased cost of coal and the higher wages demanded, many manufacturers were unable to secure a compensation to meet their expenses.

On account of the heavy investments in the manufacturing industries, the situation of the money market entailed great difficulties on agriculture generally, but in spite of the cautious restraint of most of the large banking houses, new bonds valued at 2,414 million marks were emitted, and even the first quarter of the year 1900 showed a further increase in this respect. The higher prices of all raw material and manufactured goods, as well as the increased wages, demanded a considerably larger volume of money. The bank discount had to be repeatedly raised, and the private discount approached the official bank rate.

NEANDER ALEXANDER, *Vice-Consul.*

BRESLAU, *November 8, 1900.*

WOOL MARKET IN SILESIA.

The year 1899–1900 brought a further increase in prices on the colonial markets, which in December amounted to about 35 per cent. Fine Silesian and similar fleece-washed wools did not participate in this increase. The qualities up to the value of $42.84 per hundredweight were rapidly sold and bought at the same prices as last year. Superior wools, however, could only be sold in small quantities and gradually. The decrease of prices at the London auction, which reached its utmost limit at 35 per cent during the March and May auctions, spread mistrust among the buyers, who consequently only covered their present demands, and the local prices also continually decreased. The contract business in Silesia stopped entirely.

The Silesian chamber of agriculture made this year the first effort to bring the producers of wool in direct connection with the consumers, and held a public wool auction at Breslau on June 7, but the expectations of the chamber were disappointed. The owners of fine and extra fine wools had the worst experience. Most of these were withdrawn on account of the low prices. The small amount of wool sold suffered a decrease in price of 10 per cent and over, in comparison with the prices of last year.

The decrease in prices for fine and extra fine wool amounted to 10 per cent; for well-washed middle and middle fine wools, to 5 per cent; while inferior wools yielded nearly the same prices as last year. The quality of wool was in general satisfactory. The quantities offered for sale on the open market during the last two years were as follows:

Description.	1900.	1899.
	Cwt.	*Cwt.*
Silesian wools	5,900	6,700
Posen wools	2,400	2,600
Wools of other provinces	800	700
Last year's wool	8,000	2,000
Total	17,100	12,000

The prices paid per hundredweight for the same were as follows:

Description.	1900.	1899.
Silesian fine and extra-fine wools	$45.22 to $51.17	$52.36 to $60.69
Silesian middle-fine wools	41.65 to 44.03	43.22 to 49.98
Silesian middle wools	34.51 to 39.27	35.70 to 41.65
Posen middle-fine and fine wools	35.70 to 39.27	36.89 to 44.03
Posen middle wools	30.94 to 35.70	30.94 to 36.89

About 6,000 hundredweight of fleece-washed and about 4,000 hundredweight of greasy wools remained unsold. The respective amounts of 1899 were 4,000 hundredweight of fleece-washed and 1,500 hundredweight of greasy wools. One hundredweight is equal to 110.23 pounds.

C. W. Erdman, *Consul.*

Breslau, *June 14, 1900.*

SUPPLEMENTARY.

The public auction of wool held in London during the beginning of January, 1900, showed a price decrease of 10 per cent, which has been permanent and has caused a loss of confidence in the wool business, so that at present, the prices of fine and middle-fine colonial wools are 45 to 60 per cent lower than during December, 1899.

German and similar European wools, which participated less in last year's price increase than colonial wool, followed the generally dull situation and are at present, according to quality, 20 to 35 per cent under last year's prices.

The cause of this immense price decrease of sheep wool is partly to be found in the stagnation of trade in most of the large industries, especially the textile industry, of all countries affected by the South African and Chinese wars, and partly in the unusual speculations in wool which took place last year in all centers of the industry. With the loss of confidence in the wool trade, the whole speculating business broke down and the stocks of raw wool, as well as of carded wool and noils, which were kept back everywhere, are at present only bought in very small quantities, just sufficient to cover the demand. Not before the return of a more regular trade can the wool and textile industries be encouraged to cover their demands, as generally, for a few months in advance.

Neander Alexander, *Vice-Consul.*

Breslau, *November 14, 1900.*

INCOME AND INVALID TAXATION IN SILESIA.

According to the new assessment of the State income tax for the fiscal year ending March 31, 1901, the amount to be collected from the community of Breslau will amount to somewhat over 4,250,000 marks ($1,011,500).

The following is a tabular scale of the income tax raised in this city for the fiscal year ending March 31, 1901:

Income.	Amount of tax per annum.	Income.	Amount of tax per annum.
	Marks.[1]		*Marks.*[1]
900 to 1,050 marks	6	20,500 to 21,500 marks	630
1,050 to 1,200 marks	9	21,500 to 22,500 marks	660
1,200 to 1,350 marks	12	22,500 to 23,500 marks	690
1,350 to 1,500 marks	16	23,500 to 24,500 marks	720
1,500 to 1,650 marks	21	24,500 to 25,500 marks	750
1,650 to 1,800 marks	26	25,500 to 26,500 marks	780
1,800 to 2,100 marks	31	26,500 to 27,500 marks	810
2,100 to 2,400 marks	36	27,500 to 28,500 marks	840
2,400 to 2,700 marks	44	28,500 to 29,500 marks	870
2,700 to 3,000 marks	52	29,500 to 30,000 marks	900
3,000 to 3,300 marks	60	30,500 to 32,000 marks	960
3,300 to 3,600 marks	70	32,000 to 34,000 marks	1,040
3,600 to 3,900 marks	80	34,000 to 36,000 marks	1,120
3,900 to 4,200 marks	92	36,000 to 38,000 marks	1,200
4,200 to 4,500 marks	104	38,000 to 40,000 marks	1,280
4,500 to 5,000 marks	118	40,000 to 42,000 marks	1,360
5,000 to 5,500 marks	132	42,000 to 44,000 marks	1,440
5,500 to 6,000 marks	146	44,000 to 46,000 marks	1,520
6,000 to 6,500 marks	160	46,000 to 48,000 marks	1,600
6,500 to 7,000 marks	176	48,000 to 50,000 marks	1,680
7,000 to 7,500 marks	192	50,000 to 52,000 marks	1,760
7,500 to 8,000 marks	212	52,000 to 54,000 marks	1,840
8,000 to 8,500 marks	232	54,000 to 56,000 marks	1,920
8,500 to 9,000 marks	252	56,000 to 58,000 marks	2,000
9,000 to 9,500 marks	276	58,000 to 60,000 marks	2,080
9,500 to 10,500 marks	300	60,000 to 62,000 marks	2,160
10,500 to 11,500 marks	330	62,000 to 64,000 marks	2,240
11,500 to 12,500 marks	360	64,000 to 66,000 marks	2,320
12,500 to 13,500 marks	390	66,000 to 68,000 marks	2,400
13,500 to 14,500 marks	420	68,000 to 70,000 marks	2,480
14,500 to 15,500 marks	450	70,000 to 72,000 marks	2,560
15,500 to 16,500 marks	480	72,000 to 74,000 marks	2,640
16,500 to 17,500 marks	510	74,000 to 76,000 marks	2,720
17,500 to 18,500 marks	540	76,000 to 78,000 marks	2,800
18,500 to 19,500 marks	570	78,000 to 80,000 marks	2,900
19,500 to 20,500 marks	600		

[1] 1 mark = 23.8 cents.

Besides the income tax, every employee over 16 years of age has to contribute to the so-called invalid and old age insurance fund in the following manner: Those that receive a salary up to 350 marks per annum pay 14 pfennigs per week; from 350 to 550 marks, 20 pfennigs; from 550 to 850 marks, 24 pfennigs; from 850 to 1,150 marks, 30 pfennigs; from 1,150 to 2,000 marks, 36 pfennigs. Every person having an income of over 2,000 marks is exempted from this contribution, but must contribute to the income tax mentioned above according to his salary. The invalid tax is paid weekly by revenue stamps, which are sold by the post-offices, pasted on cards; one-half is paid by the employer, the other half by the employee. The employer pastes the stamps, writes the date across their faces, and deducts one-half of the contribution from the wages of the employee.

The invalid fund of the province of Silesia amounts at present to over 50,000,000 marks ($10,115,000). It is invested, according to law, in 3½ per cent Prussian State bonds.

For domestic servants, the employer may pay, besides the above-mentioned invalid stamps, a hospital due of 3 marks ($0.71) per annum, so that in case his servant gets sick, he has the right to send him to the hospital without paying for medical attendance, etc. In case he does not pay the hospital due and his servant gets sick, he must either take care of him in his own dwelling or pay for attendance at the hospital.

G. W. ERDMAN, *Consul.*

BRESLAU, *May 4, 1900.*

CHEMNITZ.

The past year has been, on the whole, a favorable one for the industrial life in this district. Of course, complaints that work has to be carried on without sufficient profit are heard from certain branches; but, on the other hand, there has been no scarcity of employment, and orders have been pouring in to such an extent that often they have had to be refused on account of the scarcity of skilled workmen and insufficient factory accommodations. The difficulty of obtaining raw material in some branches, on account of increased demand due to the enormous development during the last twelve months, and the scarcity of materials used in manufacturing—e. g., coal—have undoubtedly had a marked and beneficial effect upon prices in general, and it is hoped the upward tendency of the same will continue. Production is increasing in Germany. This means that she must also increase her exports; for, although business conditions in the home market are generally favorable, she is unable to consume her surplus production. This shows how urgent is the need of new markets.

Again, the German Empire has a large yearly increase of population, and its principal duty is to give work to and support the same. The time is not so very far remote when the Germans had to leave the Fatherland in thousands, in order to find work in other lands. Now, things have changed. This is owing to the progress Germany has made in the last twenty-five years in her industrial life. The different chambers of commerce are aware of all these facts, for they say—

> It is only possible to hold and develop the favorable conditions existing at present when the sale of our manufactures is continually pushed; when wholesale and retail trade, agriculture, and commerce have free scope. To reach this high national aim, we should spare ourselves no exertion, and no means should be too costly.
>
> The same conditions existing in Germany—e. g., surplus production—are also existent in other industrial countries. For this reason, competition in the world-market is the sharpest possible. On account of this, the interests of the different nations conflict, and that nation will first succeed which strains every muscle in trying to win the different markets. Only too often, war and preparation for war have been used to gain the desired object. That nation fails which neglects to keep pace with the forward movement of the times.

From these few remarks, which are but the thoughts of influential men put into words, we see that Germany is alive to the exertions she must put forth in order to hold the high position which she has secured in the world's trade by her energy and enterprise.

The exports from this consular district to the United States for 1899 show a deficit in comparison to the preceding year. The export is merely half what it was in 1890, when it amounted to $10,954,459.

From the following figures, an idea can be had as to how exports have decreased since 1895:

Total export from the Chemnitz consular district to the United States from 1895 to 1899.

1895	$7,465,793.43
1896	5,160,420.42
1897	5,235,691.54
1898	5,076,549.68
1899	4,593,029.00

Included in 1889 were:

Gloves:		
Cotton		$329,189
Silk		145,136
Woolen		109,669
		583,994
Stockings:		
Cotton	$3,158,464	
Silk	41,830	
Woolen	70,100	
		3,270,394
Total		3,854,388
Upholstery goods		91,060

What a change trade between the United States and Germany has undergone since 1882, can be seen from the following:

Imports of Germany from the United States:	
1882	$27,269,802
1898	208,782,645
Exports of Germany to the United States:	
1882	46,150,104
1898	79,625,753

BRANCHES OF TRADE.

In the following will be found a brief survey of the business conditions during the past year in the various branches of trade.

The tool industry.—The number of orders received in the tool industry was satisfactory. Orders for small machines diminished during the closing months of the year.

Embroidery machines.—Embroidery machines were in great demand.

Grocery business.—In groceries, business was pretty lively during the year, even if the dealers did complain of small profits and of the inconveniences of the long-credit system. Retail trade has grown poorer on account of heavy competition and the practice of giving discounts.

Vegetable and flower gardening.—No essential change can be noticed in the vegetable and flower gardening business. Trade remains the same as in 1898. Profits, however, have been small, in consequence of advanced wages and the price of coal, on the one hand, and the low price received for a number of plants on the other. The hothouses of Rotha and Frohburg were kept busy.

Brickyards.—Reports from the manufacturers of bricks are generally favorable. The 36 associative brickyards of Chemnitz increased their sales by over half a million of bricks.

Lace business.—Trade has been satisfactory for the lace business. There was no dearth of orders either in laces for trimmings or fringe for furniture. The prices for raw materials have advanced, while the prices for the articles remain the same.

Bleacheries.—Business was lively in the bleaching business. This was due to the great demand for printed stockings, which have to be bleached before being printed. But in spite of the advance in the price of coal and wages, prices for bleaching could not be increased.

Cast-iron foundries.—The cast-iron foundries were kept busy the past year. The scarcity of raw material, however, and the steady advance in the price of the same worked so unfavorably that it can not be said that a corresponding profit was obtained.

Locomotive and steam-engine factories.—The locomotive and steam-engine factories were extraordinarily busy in 1899, and frequently orders could be filled only by exerting every effort. The manufacturers of turbines and steam boilers also did a good business.

Spinning machines and looms.—A satisfactory business was done by the manufacturers of spinning machines and weaving looms. A large number of orders were also received for twine machines. Prices, however, were reduced by the advance in price of the raw material and in wages, which followed after the larger orders had been filled.

Rope machines.—Business was lively in rope machines. Trade still suffers on account of the unfavorable tariffs in Austria, Russia, America, etc.

Machine tools.—A brisk business was done in machine tools. Profits were small, however, on account of the rise in raw materials and wages.

Combing-card factories.—The past year was not very satisfactory for the manufacturers of cards. In the wool-carding industries, there was a smaller demand for cards than last year.

Reed and harness industries.—In the reed and harness industries, the brisk business of 1898 continued throughout the past year.

Knitting machines and needles.—In the knitting machine and needle branches business was, in general, not so good as in 1898. The reason for this is that a number of new factories offered the common sorts of needles at a reduced price.

Brewing and malting machines.—The manufacturers did, as a rule, a good business; but it is hard to draw conclusions, on account of the great advance in the price of iron. The ice and cooling-machine manufacturers did a very good business. In the autumn months, as usual, trade decreased a little.

Finishing, dyeing, bleaching, and cloth-printing machines.—Sufficient orders were received by the manufacturers of finishing, dyeing, bleaching, and cloth-printing machines. The same may also be said of the manufacturers of oilcloth, leather belts, and bookbinding calico. Profits were not satisfactory, on account of the increase in price for raw materials and the low selling price. The same is also true of the manufacture of presses.

Breweries.—The rainy weather during the first part of the year proved unfavorable for the breweries. Merely a slight increase is noticeable in comparison with last year.

Bakeries.—The profits of the bakers were small, on account of the increase in the number of bread factories.

Cigars.—The past year opened unfavorably for the cigar manufacturers, on account of overproduction and unfavorable weather. In the latter part of the year, and especially during the last quarter, business was quite lively.

Cotton-spinning industries.—This has been one of the most remarkable years for the cotton-spinning industries since the civil war in America. The first three quarters of the year were very unfavorable. This was due to the poor business in the weaving branches, overproduction in yarns, especially in the coarser numbers, the great stock of cotton on hand, etc. Several new factories were established in the Rhine lands and in Westphalia, causing great stores of yarn to be collected, which continually acted on prices. The greater part of the spinning industries which had no weaving departments, in order to establish a minimum price which would at least cover the price of production, formed a union. The union worked very favorably and prevented further loss during the last quarter of the year.

The last year's crops disappointed the German manufacturers, who expected a large export of American cotton. This was due to the American spinning industries, which consumed an extraordinarily large amount of cotton, holding back shipments to Germany. Middling American cotton, which stood at the beginning of the year at $3\frac{1}{8}$d., rose from that time up to December to $4\frac{3}{16}$d. The prices for yarn were not able to follow this rapid increase. The price of cotton was again increased by the failure of the crops in India and in Egypt, on account of the Nile not rising sufficiently. Again, the high rate of interest and the poor quality of the American cotton tended to make business difficult. That under such conditions the spinning industries should have prospered less than in 1898, with the exception of those mills which spun Egyptian cotton, is not surprising.

Yarn.—The trade in yarns was in general a little better than in the two preceding years. This is due to the textile industries, especially the knitting industries, doing a better business.

Upholstery goods.—Business in upholstery goods was fair the past year. The dearness of raw material gave it new impulse during the latter months, which, however, was offset by the scarcity of workmen. Although the cost of all materials had a tendency to rise, it was impossible to obtain a corresponding price for the finished goods. The high duties of different countries tended, as usual, to make trade difficult.

Hosiery.—The hosiery business for the last two quarters of the fiscal year in this district was never better, considering the demand for all kinds of hosiery. Prices were high, which, of course, had an effect on the demand. Raw materials, both cotton and wool, went up, in some cases 100 per cent. Manufacturers bought from hand to mouth, keeping on hand just sufficient raw material to cover the immediate demand. This was due to the belief that a drop in cotton must come. Large orders for hosiery machines were received in this market from Spain. This, with the decrease of American trade during the last ten years, has caused manufacturers much annoyance. Spain has been always considered a good market; but the enormous strides which she is making in producing her own goods has had a bad effect on the manufacturers of this district.

Lumber.—Business in lumber was good. This was due to the fact that new houses are being built so fast, and to the generally prosperous conditions in other branches. There was a scarcity of dry-cut woods. Contractors and builders were kept busy. Wages and building material remain about the same. Building lots have slightly increased in price.

Chemnitz dye houses for upholstery yarn.—The Chemnitz upholstery dyeing works were kept very busy, especially dyeing linen and cotton plush. The reason for this activity was that cheaper qualities were manufactured, which better suit the means of the masses.

Knitting industries (jerseys).—In the knitting industries, business was good. Both the home dealers and foreign buyers purchased briskly at normal prices. The advance in the price of raw materials caused a temporary lull in trade, but the consumer adapted himself to the changed conditions.

Leather trade.—Prices were so firmly established that it was only after the summer months that the expected rise in the same took place.

Boots and shoes.—Although competition is continually increasing in the boot and shoe business, the past year was a satisfactory one for the large manufacturers. The smaller makers have, as a rule, a hard time to get along. It is astonishing to see the progress that has been made in fineness of workmanship and neatness of shape in the German shoes. This is undoubtedly due to the object lesson given by American shoes, which are to be seen in all the windows.

Paper-box factories.—The paper-box factories were kept busy. There was an increase in the output in comparison with 1898. The price of raw material has gone up; prices for the finished articles, however, have not advanced accordingly. Wages have also advanced, but, notwithstanding, it was hard to find workmen.

Gloves.—The fabric-glove business of this district fared even better than the hosiery business. Good prices and large orders were received all around. The one great cause of discontent in all branches of the textile industry was the scarcity of help. Wages went up 20 per cent in the glove and underwear lines.

Coal.—The miners' strike in Bohemia, Oelsnitz, and Glogau had a very injurious effect for a short time on the business of this district. Coal became so scarce and so very expensive that one family borrowed from another. The industrial enterprises had to run on short time in order to save coal. Large shipments of coal were brought from England and the States. That from the latter was considered very good and found favor here. Now that the strikes are over, Saxon manufacturers very seriously are considering means whereby they can become independent of the Bohemian coal dealers. Saxony, one might say, is entirely dependent on Bohemian coal, and the treatment received at the hands of the Bohemian coal dealers has led the men of Saxony to seek other markets. It has been discussed whether it would not be possible to deal direct with the States in the matter of coal. The Rhine, the Elbe, and the intersecting canals should offer transport facilities for the importation of State coal.

Wall paper.—Business in all kinds of plain and fancy wall paper was exceedingly good. The manufacturers formed a combination called the German Wall Paper Combination. This had a good effect upon trade and caused a minimum price to be established, and allowed more attention to be paid to the artistic side.

Paper.—The year 1899 was a busy one for the manufacturers of paper. The manufacturers of the better and middling qualities were satisfied with the profit obtained. The manufacturers of the poorer qualities, however—for example, paper for newspapers—have not made satisfactory profits, due to the fact that prices have continually fallen while wages and the price of coal have gone up. It is hoped to raise prices generally by a union of the manufacturers of the different qualities of paper.

J. F. MONAGHAN, *Consul.*

CHEMNITZ, *June 30, 1899.*

SUPPLEMENTARY.

The progress which the city of Chemnitz has made during the last few years is wonderful, when one takes into consideration that it is eleven hours by the fastest trains from either Hamburg or Bremen. Chemnitz is known as the "Manchester of Saxony," and its products are sold in all parts of the world. The towns of Altendorf, Gablenz, and Altchemnitz have been taken into the city, and this has brought the population up to 210,000.

STREET AND OTHER RAILWAYS.

Four new lines of street railway have been laid since the first of the year, and two new ones are projected. The street-railway company has recently built a new electric-power house in the center of the city. Three large sheds have also been built for the storage of cars. Last year, the railways paid a dividend of 22 per cent. Fifty new motor and 24 attachable cars have been added since the beginning of the year. This brings the total number of motor cars up to 110 and attachable cars up to 71.

The management of the State railroad intends building a new station, which is to be so elevated that all streets crossed will be bridged. Now, trains cross on a level with the streets.

A new railway line from this city, running along the Chemnitz River to the city of Mittweide, is being built. It is, however, nothing more than an industrial railway, and is to serve all the factories lying between Chemnitz and Mittweide.

NEW RESERVOIR.

The famous reservoir at Einsiedel, about six miles from Chemnitz, has been found insufficient to supply the demand for water in this city. Plans have been made for a new dam at Neunzehnhein, about 12 miles from here, to cost 10,000,000 marks (about $2,500,000). It will be five times as large as the reservoir at Einsiedel. Five years, it is thought, will be necessary to finish this gigantic work. The new dam will contain sufficient water to supply this city when it has 500,000 inhabitants.

CITY IMPROVEMENTS.

The city government will tear down six houses, at a cost of 1,200,000 marks ($285,600), to allow the main street to run in a direct line from the railway station to the principal square of the city. Since the beginning of this year, five new streets have been broken through, and a number of other streets, which were paved with "nigger heads," have been torn up, and a very durable asphalt put in their place.

The number of building permits granted for the first ten months of this year was 93. Eighty of these houses are finished. Most of them are four stories in height.

The Manufacturers' Association of this city has just finished its new club house, which has cost $250,000.

Rents have increased to such an extent that the poor people are unable to stand the strain of living in the city, and a great many have moved to the suburbs, where most of the new houses have been put up.

Since the first of the year, a new infantry regiment consisting of some 1,200 men has been stationed here. For the purpose of quartering them, an immense barracks had to be built. The city now has about 2,800 soldiers.

COUNTY OF CHEMNITZ.

Up to the 1st of September of this year, Saxony had four counties, Chemnitz being included in the county of Zwickau. Now, this has been changed, and a new county known as the county of Chemnitz has been established, with Chemnitz as the seat of government.

INDUSTRIAL LIFE.

The building activity to be seen in this city would not lead one to believe that a crisis in the industrial life is impending, but a deeper study of the prevailing conditions will disclose a situation not so encouraging. On visiting Greiz, Gera, Meeran, and Glauchau (all large weaving and spinning centers), it is astonishing to see the stagnation which has set in there. Factories which at one time had 400 looms running, to-day have 50. The exports from Greiz to the United States dropped from 4,500,000 marks to 470,000 marks within a few years. The large loom and spinning-frame builders of this city are working on short time. One hears from all sides that a lull has set in and that money is tight. Food is also going up and coal is still on the increase. Some of the mines in Zwickau posted a notice that prices would be advanced 5 per cent on the 15th of October, 1900. Wages, it is true, have gone up in all departments. The factories here which build locomotives and make railroad supplies have all they can attend to; but the other branches of the machine industry are not so fortunate. A local paper says that since the first of the year coal has risen 50 per cent, wood and wooden material 50 per cent, celluloid 20 per cent, China clay and chemicals, etc., 15 per cent, paper (for newspaper) 20 to 25 per cent. These figures tell a story in themselves and indicate the tendency of this market.

COAL.

The coal question is the all-absorbing one at present. When quotations are asked for two months in advance on any of the products of this section, manufacturers find it impossible to quote any price, for the coal question is one that must be considered in calculating the price of goods. Referring again to a local paper, I find an interesting article quoted from the "Chemical Industry." It goes to show that no effort should be spared to find some substitute for coal. According to the "Chemical Industry," an excellent burning material is to be found in turf and sawdust. A machine builder in Magdeburg has just finished a machine by means of which he can produce briquettes. It is claimed that this new method will be able to deliver briquettes at $1.25 per ton, including the procuring of the turf—that is, when the briquettes are manufactured in the neighborhood of the turf deposits. The turf can be used in the moist condition in which it leaves the turf beds. It is brought under a pressure of 10,000 kilos per cubic centimeter. This same concern has also just built a machine for pressing sawdust into briquettes. These sawdust briquettes are almost as hard as stone, and will withstand the influence of the weather for a number of days. They burn with a clear flame and leave very little ashes. There is practically no smoke. A machine of 4 to 5 horsepower can turn off 1,080 briquettes in an hour, or about 10,000 in a day. The briquettes can be sold for 70 pfennigs, or about 17 cents per hundred, leaving a good profit for the manufacturer. These facts are merely intended to show what these people are doing to protect themselves against the coming winter. I was told by the largest coal dealers here that Chemnitz needs 100 tons to cover her wants each day over and above that which she can get from Germany. This amount comes mostly from Bohemia. The best means for the transportation of coal from Hamburg to Chemnitz is via railroad, for the water of the Elbe can not be depended on. When the water is low, freight is much more expensive. Coal dealers believe that Magdeburg would be the best center to establish a distributing house. The tendency among manufacturers here is to get away from the grasp of Bohemian coal dealers. The kinds of coal needed mostly are nut coal, pea coal, and the so-called steam coal. Competition can take place only when they are landed in Hamburg at a price which allows them to compete with Bohemian coal. The dealers here will take 1,000 tons of American coal as a starter, providing a price can be arranged that will allow it to compete with the Bohemian produce.

The Royal Saxon Railroad carried up to the 30th of June, 1900:

Description.	1900.	1899.
Hard coal from—	*Tons.*	*Tons.*
Zwickau	952,688	905,431
Lugau-Oelsnitz	631,899	614,983
Dresden	231,905	187,048
Silesia	374,418	247,066
Westphalia and Bohemia	242,354	142,543
Total	2,433,264	2,097,074
Increase	336,190	....
Brown or soft coal from—		
Bohemia	1,615,223	2,150,453
Altenburg	729,808	634,422
Borna, Grima, the Lausnitz, etc	719,836	281,714
Total	3,064,867	3,066,589
Decrease	1,722	....

In the four weeks of June, 1900, Bohemia sent into Saxony 344,045 tons, and in the same period of 1899 she sent 321,410 tons. On the whole, the outlook for the coming winter in this district is not very encouraging.

YARNS.

The local market in yarns for the first six months of this year has been anything but satisfactory. Cottons have gone up to a most discouraging extent, while woolens have dropped with the same rapidity. Worsted yarns are at present very low and speculation is rife here. The bad condition of the crops is still forcing up the prices for cotton yarns, and it is hard to tell just where they will stop. Large orders are being placed in cotton yarns on account of the fear that prices will advance still further.

HOSIERY.

The demand for goods was fair, but not what was expected. The demand for staple articles held its own, and that point alone has kept the manufacturers here in good humor.

This district sent to the United States during the first three months of 1900:

Cotton hosiery	$1,097,766.67
Silk	11,463.03
Woolen	12,688.73
Total	1,121,918.43

And in the second quarter:

Cotton hosiery	$934,549.36
Silk	9,475.02
Woolen	11,175.29
Total	955,199.67

These figures are not at all discouraging, when one considers the changes that the yarn market of this district has undergone during the first six months of this year. Wages in all departments of the hosiery trade of this district have gone up 30 per cent, and in some lines even more. This is said to be due to the scarcity of help and raw material, and the manufacturers were willing to pay almost any price so long as they could fulfill their contracts with the foreign buyers, and by doing so they were sure of making a profit, for with the increase in the price of yarn and wages came naturally an advance in the price of goods, which left them a good margin of profit. A great many reasons are given for the decline of the exports from this district to the United States within the last few years, but the most potent one is admitted to be the tariff of 1897.

This city contains 115 manufacturers of hosiery. According to one writer, they have no reason to complain when they consider all the elements which have been working against them this year. First of all, America is producing most of her own goods—that is, the cheaper grades—which were at one time bought in this city, and which were no small item. The war in South Africa has practically destroyed the business with the republics there; Japan, which at one time was a good consumer of Chemnitz products, is making rapid progress in supplying her own needs. It is firmly believed here that in the next ten years, America will buy nothing but the very finest grades made in this market, for she will be in a position to produce the other grades herself. Germany is exerting every effort to gain and hold the trade with the South American countries.

UNDERWEAR.

In Limbach, a city of about 14,000 inhabitants, they do nothing but manufacture underwear. This underwear is sent in large quantities to the United States, the exportation amounting to $48,437.52 for the first three months of this year and $36,760.29 for the second three months. Some of the factories are completely controlled by American houses, which take the whole output. Wages in Limbach have increased in some cases 40 per cent. So-called trimmers of men's and ladies' under-garments receive as high as $5 a week, with short hours.

MACHINE INDUSTRY.

The year 1900 opened up with a rush in this department of industry, which continued for some time. Just at present, there is a pronounced lull in the market. Money has become stagnant, and for this reason the producers have to suffer or reduce the number of workingmen. The manufacturers here, however, dislike to make discharges, for they can never tell when the "boom" will start again, and when they come to look for the men whom they have laid off, they find the latter at work in some other branch or plant. A German workman can not afford to remain idle, for he seldom puts anything by for a rainy day, and for this reason he must keep at work. Should he be sick, he is cared for by the many organizations of which he must become a member.

It is astonishing to note the energy displayed by the builders of all kinds of machines in this district. Regardless of the lull in the iron industry, they still keep building new or adding to old factories. The efforts made by these builders at the Paris Exposition was something unknown in the history of this city. The Saxon Machine Company has four express locomotives with tenders at the Paris Exposition. This concern is one of the largest in Europe, and does business with China, Japan, Russia, and all the South American countries. In 1837, this company had but three workmen; in 1870, 3,000; and at the present time 5,200 workmen. The factories cover a surface of 257,000 square meters, on which are 116 buildings, with 22 high chimneys. This company has purchased land to the extent of 730,000 square meters for extension purposes. In the factories there are 2,400 machines and 21 steam hammers. The yearly output is from $3,500,000 to $4,000,000; 60 per cent of this is for home use and the other 40 per cent for export. Since this factory has been in existence, it has produced machines of all kinds valued at $75,000,000. There have been turned out 2,600 locomotives, 829 tenders, 1,875 steam engines of all kinds, 3,300 steam boilers, 737 steam pumps, 293 steam hammers, 273 movable cranes, 361 ice and refrigerator machines, 766 turbines, 8,777 machine tools, 8,208 spinning frames, 6,621 carding machines, 955 wool-deviling machines, 517 cloth and yarn drying machines, 36,593 looms, about 20,800 different kinds of machines, and about 23,500,000 pounds of gearing.

RAILWAY SHIPMENTS.

Amount of goods, in pounds, received at the station in Chemnitz for the first six months of 1899 and 1900.

Articles.	January.		February.		March.	
	1900.	1899.	1900.	1899.	1900.	1899.
Raw iron	5,381,112	5,625,004	4,288,570	5,853,826	5,148,022	7,723,034
Cotton	670,208	1,358,368	483,318	1,418,890	1,666,346	1,203,312
Yarns	1,149,610	765,930	1,212,860	729,454	1,013,804	727,914
Grain	3,037,232	3,868,194	2,420,286	2,715,438	3,014,902	3,091,418
Flour and meal	4,282,674	4,748,546	4,608,296	4,241,666	5,306,498	4,647,632
Petroleum	1,340,042	1,312,476	1,109,966	972,136	924,660	883,674
Sugar	952,644	936,166	1,180,740	693,396	1,488,036	1,165,076
Herrings	247,774	197,802	285,802	95,700	140,470	111,100
Total	17,061,296	18,812,486	15,589,838	16,220,006	18,701,738	19,553,160
Decrease	1,751,190	....	630,168	....	851,422	....

Amount of goods, in pounds, received at the station in Chemnitz for the first six months of 1899 and 1900—Continued.

Articles.	April.		May.		June.	
	1900.	1899.	1900.	1899.	1900.	1899.
Raw iron	6,235,966	6,882,326	9,247,150	6,509,074	5,893,360	8,695,434
Cotton	744,040	1,199,242	1,370,028	1,008,964	1,169,322	1,217,392
Yarns	1,038,972	977,368	780,582	760,650	867,680	593,622
Grain	2,655,730	3,116,894	2,739,660	3,202,188	2,467,988	3,494,194
Flour and meal	4,309,712	4,852,628	4,910,894	4,452,272	5,043,764	4,858,436
Petroleum	584,518	487,762	479,930	530,200	308,418	292,842
Sugar	1,181,884	1,054,570	2,179,980	989,780	1,037,146	1,240,712
Herrings	153,186	137,984	97,570	33,990	72,996	59,770
Total	16,944,008	18,708,774	21,805,794	17,487,118	16,860,604	20,452,402
Increase				4,318,676		
Decrease	1,764,766				3,591,798	

Amount of goods, in pounds, sent from the station in Chemnitz for the first six months of 1899 and 1900.

Articles.	January.		February.		March.	
	1900.	1899.	1900.	1899.	1900.	1899.
Parts of machines	7,970,456	5,545,760	6,828,690	6,755,694	7,142,740	7,234,304
Cotton	292,952	174,790	292,952	174,790	289,454	231,352
Yarn	642,202	429,286	515,162	369,974	493,284	265,078
Hosiery and knitted goods	1,425,786	1,557,710	918,236	1,472,944	1,155,538	1,376,210
Grain	142,500	341,528	272,976	334,862	122,100	272,052
Flour and meal	569,844	624,646	484,440	468,050	650,474	662,804
Total	11,043,690	8,673,720	9,312,456	9,576,314	9,853,590	10,041,800
Increase		2,369,970				
Decrease			263,858		188,210	

Articles.	April.		May.		June.	
	1900.	1899.	1900.	1899.	1900.	1899.
Parts of machines	5,920,420	6,792,720	6,840,262	6,044,016	6,751,426	6,573,996
Cotton	137,918	146,740	288,882	140,998	284,592	342,298
Yarn	336,160	820,870	470,096	276,100	466,774	364,958
Hosiery and knitted goods	1,012,572	935,616	1,058,266	1,243,792	1,025,266	1,698,950
Grain	34,122	217,712	149,644	224,114	77,804	207,042
Flour and meal	382,998	593,186	538,252	475,354	534,842	612,062
Total	7,824,190	9,006,844	9,344,852	8,404,374	9,140,104	9,799,306
Increase				940,478		
Decrease	1,182,654				659,202	

J. F. MONAGHAN, *Consul.*

CHEMNITZ, *October 15, 1900.*

GERMANY'S EXPORT TRADE IN 1900.

Germany's export trade in 1900 amounted to $1,086,541,400. This amount, although official, is, of course, not absolutely correct, for it is taken from statistics which are made up monthly, while the correct and definite official figures appear only after two years. While it sometimes happens that the later official figures vary somewhat from those given out at the close of the year, it may be safely assumed that the amount just given out will not be less. Considering the above figures as correct, Germany's export trade increased $45,196,200 in comparison with 1899.

The iron and machine industries comprise the greatest share of the total export trade, viz, $112,669,200, an increase over 1899 of $11,662,000. There were $67,044,600 worth of machines, wagons, and instruments exported in 1900, which is an increase of $7,425,600 over 1899.

The metal industries also show an increase. Individually, the export of copper amounted to $33,129,600, an increase of $2,856,000 over 1899; manufactures of tin, $2,594,200, an increase of $428,400. Wares made from lead show a decrease. In 1899, the exports of these articles reached $4,403,000; in 1900, $4,046,000, a decrease of $357,000.

The textile industries make the best showing, the exports of cotton goods increasing from $62,689,200 in 1899 to $71,614,200 in 1900, and those of the linen goods from $6,354,600 to $7,830,200, a difference of $1,475,600 in favor of last year. The exportation of woolen goods decreased from $85,513,400 in 1899 to $84,466,200 in 1900, a decline of $1,047,200, and of manufactures of silk from $43,078,000 in 1899 to $40,483,800 in 1900, a decrease of $2,594,200.

The exports of hardware increased from $33,700,800 in 1899 to $36,675,800 in 1900, a total increase of $2,975,000.

Earthenware exports increased from $15,255,800 in 1899, to $16,874,200 in 1900, a difference of $1,618,400.

The exportation of raw sugar in 1899 amounted to $23,252,600 in 1900 to $26,537,000, an increase of $3,284,400.

The paper industries' share of the exports amounted to $27,013,000.

Sugar wares to the value of $9,543,800 were exported, or an increase of $714,000 over 1899, when the amount was $8,829,800.

Of the agricultural products, only one has increased, viz, wheat, which had an advance of $3,332,000.

The figures in the chemical industries were somewhat surprising. It was generally supposed that the export of drugs had increased, but the statistics show a decline of $4,450,600, the figures for 1889 and 1901 being $87,250,800 and $82,800,200, respectively.

The export of coal increased from $55,596,800 in 1899 to $63,546,000 in 1900, a difference of $7,949,200.

J. F. MONAGHAN, *Consul.*

CHEMNITZ, *February 6, 1901.*

COBURG.

The prices of goods (china, dolls, toys, etc.) exported from this consular district are in a great state of confusion, owing to several causes, the foremost of which has been the late coal scarcity; again, the lack of labor is being greatly felt. Some large American importing concerns have buyers over here, trying to hurry orders, but they confess themselves powerless to accomplish much.

TRADE METHODS.

I again wish to emphasize the uselessness of American houses flooding consulates with circulars of their goods printed in English; there is only one way for us to introduce our goods into Germany, and that is by a thorough canvass by live Americans, who know the goods and can speak German fluently. I saw this point well illustrated at the

Coburg agricultural fair. While many prominent American agricultural implement houses were represented, they were all in charge of Germans, with the exception of a Milwaukee firm, which had an American agent who spoke German fluently. He sold more than all the other concerns put together; it was a pleasure to watch him. German middlemen do not as a rule care to sell our goods, except for the commission, and if they can, they will sell a German imitation in place of the American article.

Again, our manufacturers want cash for their goods before they leave the States; this rule must be broken before we can do business with these parts. Everybody here gets from three to six months credit, and a chance to examine what he has bought before paying for it. Boards of trade, etc., should open combination stores in the smaller cities of the interior of Germany, with up-to-date salesmen and women from our country; this applies especially to the grocery and canned-goods trade. In spite of the enormous duties (about 125 per cent) on our canned fruits and preserves, they are so much better than others that they are easily sold, if properly exhibited. American women could do this effectively.

MEAT.

We are to be shut out to a great extent from the meat business, through the policy of the German Agrarians, who can not supply eatable beef. Good meat costs here at present per pound:

	Cents.
Stringy tough boiling pieces	16
Pot roast (mostly bone)	17
Roasts (with one-fourth bone)	20 to 27
Tiptop cuts	32 to 38
Veal (the staple meat)	14
Veal, choice cuts	15 to 18
Mutton, tough and stringy	15 to 30
Lamb, tough, two years old	20 to 30
Pork	18 to 20
Bacon	24 to 30
Ham	30 to 35
Chickens, each	40 to 50

AMERICAN PRODUCTS.

Wheat.—I have succeeded in getting introduced most of the better grades of our cereals for breakfast use. American wheat flour still suffers from the want of push of our own people, in not showing it on the local market. If properly introduced, it would be a winner.

Canned vegetables.—Peas, asparagus, beans, pork and beans, tomatoes, etc., if brought direct from the United States, without the middleman's 100 per cent profit, would sell well.

Preserves.—With our great wealth of fruits, we should push this branch. Apples, oranges, peaches, pears, apricots, etc., should be sent. Our pineapples are not shown here.

Dried "American" fruits, what are allowed to enter, are, as a rule, what we would class as "sweepings," or very little better. Sometime ago, to show what prime American goods were, I wrote to London and had some small lots sent here and showed them to the local dealers. Our large home concerns should follow up the efforts of consuls.

Boots and shoes.—In spite of all that has been written by the United States consular corps in Germany on this subject, our American manufacturers seem determined to let the trade go into the hands of other nations. Perhaps, they will wake up to their loss when others have full possession of the field and the market is lost. A local maker, on my advice, has imported good leather and lasts from the United States, and is making a very fair class of goods, all hand work. This is an improvement on former work done here.

Fresh fruits.—If fruit from Italy, badly packed, can stand a ten-day journey, there is no reason why American apples, pears, pineapples, and well and carefully packed grapes should not arrive here in good condition. It is worthy of a trial.

Oysters.—These come every winter now, and it is astonishing how well they sell. Caviar is also a good seller here, and by many is much preferred to the Russian.

Agricultural machinery.—Trade in this line has much improved since our small fair of last month, and the coming year I hope to see these labor-saving articles in common use.

Rubber goods are badly wanted here. All they have are crude in make, shape, and material. Rubber blankets, shoes, overshoes, ponchos, etc., would sell.

American tools are popular, as they simply sell themselves by their superiority of make, lightness, durability, etc.

Hard woods of all kinds for cabinet work are very much wanted, and would find ready purchasers.

American locks have at last been introduced, through my efforts, and are proving their great superiority to the ponderous German article. They are looked upon as something wonderful in every way.

Cooking and heating stoves have been sadly neglected as far as this consular district is concerned. The field is an open one, and with a little good work the manufacturer would reap a harvest. The same may be said of gas stoves and ranges. A patent gas broiler would probably be a great success.

Fire engines, especially of the chemical sort, would sell well if a proper salesman were sent over with them; in all the small towns water is scarce.

Eastern-bred horses, to weigh at least 1,200 pounds, accustomed to good, stony roads, would find a market here. Western horses can not stand the roads or the climate.

Donkeys and small, cheap horses are being introduced to take the place of dogs in dragging small loads around the towns.

Whisky.—Good rye has come to stay, and is selling well.

Soda-water fountains.—I would call attention to the chances for a good business in soda-water fountains in all the larger cities of Germany. With thousands of American visitors every day during the season, this ought to be a more than promising field.

Iron pipe is largely used here. American pipe should be able to compete with the German article, which is not of as good quality or shape.

Coal.—The opening for this article seems to be better each day, and if it were not for the discriminating railroad freight rates, we would be at once in a position to compete with German and Bohemian coals.

EXPORTS FROM THE COBURG CONSULAR DISTRICT TO OTHER FOREIGN COUNTRIES.

England and her colonies (with the exception of South Africa) have done a large business with this district.

The trade with Austria-Hungary is hardly worth mentioning; it has grown less and less every year. Of France, the same thing may be said.

Italy is slowly improving her trade. Spain and Portugal hardly deserve mention as customers. Switzerland is improving, and maintains a steady demand for Thuringian goods.

The trade with Holland and her colonies does not vary from year to year. The same may be said of Belgium.

Sweden, Norway, and Denmark have but little trade, and that is growing less.

Russia does a good paying business, satisfactory to both buyers and sellers.

The Argentine Republic is increasing her trade from year to year. Brazil maintains the position held for many years past.

Mexico is slowly increasing her trade, which, though not large, keeps a good place.

Exports for the year ended June 30, 1900, show an increase of trade of $367,244.57, and a grand total of $2,916,200.67, the banner showing for this consulate since the district was created in 1850. It would be over $150,000 more if all the goods made in this district, especially for America, were legalized here.

OLIVER J. D. HUGHES, *Consul.*

COBURG, *July 7, 1900.*

SUPPLEMENTARY; GERMAN TRADE, NINE MONTHS OF 1900.

German imports and exports during the first nine months of this year were:

Year.	Imports.		Exports.	
	Marks.	Dollars.	Marks.	Dollars.
1900	4,239,238,000	1,008,938,644	3,364,424,000	800,732,912
1899	4,233,130,000	983,684,940	3,217,960,000	765,874,480
1898	3,969,433,000	944,725,054	2,885,728,000	686,803,264

Therefore, the imports have increased in comparison with 1899 by 6,100,000 marks ($1,451,800), and the exports have augmented by 146,500,000 marks ($34,867,000). After deducting the value of the precious metals, the increase over last year amounts to 24,100,000 marks ($5,735,800). This slight gain during the course of the last nine months seems to indicate already a diminution in the use of raw materials by German industries. Imports for textile industries have been:

Articles.	1900.		1899.	
	Marks.	Dollars.	Marks.	Dollars.
Cotton and cotton goods	241,200,000	57,405,600	247,900,000	59,000,200
Flax	62,300,000	14,827,400	70,300,000	16,731,400
Linen yarns and linen goods	23,300,000	5,545,400	23,700,000	5,640,600
Silk and silk goods	135,000,000	32,130,000	148,000,000	35,224,000
Wool and woolen goods	340,100,000	80,943,800	456,300,000	108,599,400

All five groups show a decrease in imports, which is most noticeable as regards wool and silks.

The imports of drugs and chemicals have diminished from 202,300,000 marks ($48,147,400) to 186,700,000 marks ($44,434,600). The following figures show other imports:

Articles.	1900.		1899.	
	Marks.	Dollars.	Marks.	Dollars.
Waste (abfälle)	68,300,000	16,255,400	58,600,000	13,946,800
Lead and leaden goods	17,500,000	4,165,000	13,800,000	3,284,400
Grain	607,700,000	144,632,600	588,200,000	139,991,600
Iron and ironware	96,100,000	22,871,800	78,500,000	18,683,000
Hides and skins	172,800,000	41,126,400	145,000,000	34,510,000
Tools, machines, and vehicles	72,600,000	17,278,800	62,200,000	14,803,600
Copper and copper goods	117,100,000	27,869,800	96,100,000	22,871,800
Groceries and spices	508,200,000	120,951,600	491,000,000	116,858,000
Petroleum	66,300,000	16,779,400	63,400,000	15,089,200
Coal	132,000,000	31,416,000	117,900,000	28,060,200

Regarding the export trade, the textile industries are not in quite as unfavorable a position as the imports, as will be seen from the following figures:

Exports of textiles from Germany during the first nine months of 1899 and 1900.

	1900.		1899.	
	Marks.	Dollars.	Marks.	Dollars.
Cotton and cotton goods	221,800,000	52,788,400	199,500,000	47,481,000
Flax, etc	18,700,000	4,450,600	18,400,000	4,379,200
Garments, wash linens, and embroidered linens	108,700,000	25,870,600	109,500,000	26,061,000
Linen yarns and linen goods	25,000,000	5,950,000	19,700,000	4,688,600
Silk and silk goods	130,000,000	30,940,000	138,100,000	34,867,800
Wool and woolen goods	269,000,000	64,022,000	270,600,000	64,402,800

Exports of minerals and machines during the first nine months of 1899 and 1900.

	1900.		1899.	
	Marks.	Dollars.	Marks.	Dollars.
Iron and ironware	355,200,000	84,537,600	321,200,000	76,445,600
Tools, machines, and vehicles	215,100,000	51,193,800	183,900,000	43,768,200
Copper and copper goods	101,600,000	24,180,800	94,000,000	22,372,000
Hardware	106,200,000	25,275,600	98,800,000	23,514,400
Coal	195,000,000	46,410,000	172,300,000	41,007,400
Zinc and zinc ware	29,300,000	6,973,400	27,600,000	6,568,800

This shows that, in spite of the difficulty in supplying the German market, a diminution in the export of coal is not as yet noticeable.

OLIVER J. D. HUGHES, *Consul.*

COBURG, *November 6, 1900.*

COLOGNE.

There are very few cities in Germany that have developed so rapidly as the city of Cologne during the past few years, and it may be now rightfully considered the trade center of Rhineland.

Many improvements have been made in order to facilitate trade, and among the more important may be mentioned the new harbor which has recently been finished. This is considered one of the finest inland harbors in Europe, and in order to demonstrate its importance the following statistics are given:

There arrived in Cologne in 1899, from downstream 2,190 passenger boats, 494 freight boats, and 330 sailing vessels, with an aggregate tonnage of 111,647.

From upstream there arrived 2,137 passenger boats, 498 freight boats, and 313 sailing vessels, with an aggregate tonnage of 147,964.

From Cologne, going downstream, there were 870 passenger boats, 731 freight boats, and 486 sailing vessels, with an aggregate tonnage of 151,332.

The harbor has excellent facilities for handling merchandise, being well equipped with modern appliances, and the recent rapid growth of the city can to a certain extent be attributed to these shipping conveniences. The means of conveyance from Cologne by waterway are now very numerous and extensive, and freight may be shipped direct to Strassburg, Bavaria, and Baden; also to Rotterdam, Amsterdam, Antwerp, Bremen, Hamburg, and other seaport cities. There are at the present time 3 sea boats plying between Cologne and London, and 24 between Cologne and Bremen, Hamburg, Lübeck, Kiel, Stettin, Copenhagen, Danzig, Pillau, Königsberg, and Riga. There are also 3 boats running between Cologne and St. Petersburg.

Ships arrive daily from London, Hamburg, Bremen, Rotterdam, and numerous other cities, carrying all kinds of merchandise, and return loaded principally with manufactured products of this city and district.

PORT CHARGES.

For all merchandise arriving by waterway to be unloaded on the wharf, a charge of 4 pfennigs (0.95 cent) per 100 kilos (220.4 pounds) is made, with the exception of the following, which come under a special tariff, to wit: Cement, slate, manure, raw iron, scrap iron, steel rails, fluor spar, wheat, rye, barley, oats, corn, hay, straw, potatoes, limestone, gravel, bone, coal, coke, spent oak bark, rock salt, sulphate of iron, raw sulphate, sulphate of saltpeter, sand, basalt, granite, cobblestones, bricks, fireproof stones, clay, china clay, gypsum, and wood, with the exception of colored woods and wood not intended for the manufacture of furniture. For this merchandise, arriving in quantities of 10,000 kilos (22,046 pounds), a charge is made of 4 pfennigs (0.95 cent) per 100 kilos (220.4 pounds) for the first 10,000 kilos (22,046 pounds), and for each additional 100 kilos (220.4 pounds) or fraction thereof 2 pfennigs (0.47 cent) is charged.

No charge is made for handling the ordinary baggage of travelers, providing the same does not require the services of the cranes.

For unloading boats with the steam or electric cranes, the following charges are made:

(*a*) For salt and sulphate reloaded into railway cars, per 100 kilos, 1 pfennig.

(*b*) For sulphate of iron, phosphate, china clay, clay, and all other merchandise not packed in boxes or crates and reloaded into railway cars or drays, per 100 kilos, 2 pfennigs (0.47 cent).

(*c*) For vine branches or timber loaded directly into railway cars or wagons on the wharf, per 100 kilos, 6 pfennigs (1.4 cents).

(*d*) For all other merchandise not hereinbefore provided for, per 100 kilos, 4 pfennigs (0.95 cent).

(*e*) For all articles not exceeding in weight 2 tons each, from boats to warehouses or wharf, per 100 kilos, 6 pfennigs (1.4 cents).

The charges for loading boats are as follows:

For all merchandise not exceeding in piece weight 2 tons: (*a*) Conveyance from wharf, per 100 kilos, 4 pfennigs (0.95 cent); (*b*) conveyance from railway cars or wagons, 5 pfennigs (1.19 cents).

All other crane charges for merchandise, not exceeding in piece weight 2 tons, per 100 kilos, 4 pfennigs (0.95 cent).

The charges for loading merchandise whose piece weight exceeds 2 tons each, directly into railway cars, wagons, or boats are as follows:

	Marks.	
2 to 3 tons	0.80	($0.19)
3 to 5 tons	2.00	(.47)
5 to 10 tons	2.50	(.595)
10 to 20 tons	3.00	(.71)
20 to 30 tons	4.00	(.95)

CHARGES FOR WEIGHING.

Merchandise which is unloaded directly from boats to scales and weighed immediately, per 100 kilos (220.4 pounds), 4 pfennigs (0.95 cent); merchandise in quantities of 5 tons or more, per 100 kilos (220.4 pounds), 3 pfennigs (0.7 cent); merchandise in quantities of less than 2 tons, per 100 kilos (220.4 pounds), 6 pfennigs (1.4 cents). The minimum charge demanded in all cases is 10 pfennigs (2.3 cents).

For weighing railway cars, the charges are as follows:

(*a*) Cars loaded with ores, coal, gravel, or other similar raw products, per car, 50 pfennig (11.9 cents).

(*b*) Cars loaded with merchandise, per car, 1 mark (23.8 cents).

Parties binding themselves to have all of their shipments weighed, regardless of consideration of contents of car, receive a special rate of 50 pfennigs per car (11.9 cents). For weighing wagons or drays not exceeding in weight 1,500 kilos (3,306.9 pounds), 40 pfennigs (9.5 cents); for weighing wagons or drays weighing from 1,500 to 2,250 kilos, (3,306.9 pounds to 4,960 pounds) 60 pfennigs (14.2 cents); for weighing wagons or drays weighing 2,250 to 4,500 kilos (4,960 pounds to 9,920.7 pounds), 80 pfennigs (19 cents); for weighing wagons or drays, 4,500 to 7,000 kilos (9,920.7 pounds to 15,432 pounds), 1.20 marks (28.5 cents); for weighing wagons or drays weighing from 7,000 to 10,000 kilos (15,432 pounds to 22,046 pounds), 1.60 marks (38 cents).

STORAGE CHARGES.

All merchandise is allowed to remain free of charge on the wharf for forty-eight hours, after which time, with the exception of lumber, 5 pfennigs (1.19 cents), per 100 kilos (22.4 pounds) is charged for storage for each twenty-four hours. For all kinds of lumber, the charges are 10 pfennigs (2.3 cents) per square meter (1.19 square yards) for each twenty-four hours.

FREIGHT RATES.

The freight rates between Cologne and the different seaports are considered low both on the railways and river boats. The railway rates are about 20 per cent higher than the river rates, owing principally to the fact that the time occupied in transit is about one-half that of river lines. Shipments by boat from Rotterdam, Amsterdam, or Antwerp are from five to seven days in transit, whereas by rail from the same ports, in carload lots, the time required is from two to three days.

The river lines are often obliged to cease running their boats during the months of December, January, and February on account of ice formations near the mouth of the Rhine, and American exporters should take this fact into consideration when making shipments. During the period when the river boats are not running the railways are generally in a congested condition, and for this reason assurances can not be given as to the length of time required for transit.

The freight rates on the river lines from Rotterdam to Cologne are as follows:

For wood, oil, grain, and merchandise, boxed or crated, in quantities not exceeding 5,000 kilos (11,023 pounds), per 100 kilos, 80 pfennigs (19 cents); same in quantities from 5,000 to 10,000 kilos (11,023 to 22,046 pounds), per 100 kilos, 76 pfennigs (18 cents); same in quantities exceeding 10,000 kilos (22,046 pounds), per 100 kilos, 72 pfennigs (17.1 cents).

LICENSE RATES AND REGULATIONS.

All foreign commercial travelers must, upon their arrival in Germany, procure from the nearest police headquarters a business identification card or permit. The cost of this card is 1 mark (23.8 cents), and the permit is good only during the current year. This card must be carried during the time the agent is engaged in soliciting orders, and, when so requested, must be exhibited to the authorities. The cards may only be used by the person in whose name the same has been issued. When application is made for a permit to sell merchandise, the applicant must produce a passport in order to obtain such permit.

IMPORTATIONS FROM THE UNITED STATES.

It is difficult to secure definite information in this connection, for the reason that a large percentage of the merchandise imported from America is purchased by local dealers from jobbers in the different seaports. I am reliably informed, however, that during the past five years the importations from the United States into this consular district, both directly and indirectly, have more than doubled. This increase has been principally in breadstuffs, machinery, lumber, and steel. There is undoubtedly a good market in Germany for many articles of American manufacture, such as plumbers' supplies, hardware, tools, stoves, oil, and shoes, but in order to successfully compete with foreign manufacturers, the American firms must make concessions, especially in the way of longer credits. Most German firms give from three to six months' credit and are in a manner forced, if possible, to buy on the same basis. It is just as easy to ascertain the financial standing or reliability of a German firm through a commercial agency as it is in the United States, and the cost of such information is small, being about 1 mark (23.8 cents) for each report. If American firms would only take the trouble to look into the financial standing of their prospective customers they would doubtless be willing to extend credit and, in this manner, materially increase their sales.

EXPORTS TO THE UNITED STATES.

The exports from this district to the United States in the year 1898 were $1,727,200.31; for the year 1899, $2,067,461.20, an increase of $340,260.89.

The articles showing a decided increase in this connection are raw sugar, wine, chemicals, and mineral water.

CHAS. E. BARNES, *Consul.*

COLOGNE, *October 29, 1900.*

CREFELD.

The chief industry of this consular district is the manufacture of silk and velvet fabrics. The production, as far as the velvet branch is concerned, was hindered considerably by the weavers' strike during the first few months of the year. Business in the silk branches was quite good during the first half of the year.

There are at present in this district 23 velvet mills, 87 silk mills, 10 mills manufacturing both velvets and silks, and 39 dyehouses, as compared with 25 velvet mills, 83 silk mills, 11 mills for the manufacture of velvets and silks, and 40 dyehouses of last year.

The tables below show number of looms engaged, value of goods exported to various countries, and consumption of raw materials.

Number of looms engaged during the last four years.

	1896.	1897.	1898.	1899.
Velvet goods:				
Hand looms	1,918	1,825	1,410	1,363
Power looms	2,298	2,241	2,392	1,984
Silk goods, etc.:				
Hand looms	9,220	7,851	8,225	7,757
Power looms	5,089	5,757	6,759	7,171

Value of goods consumed by various countries during the year 1899.

	Marks.	Dollars.
Germany:		
Velvets	8,593,471	$2,045,246
Silks	35,131,019	8,361,183
Austria-Hungary:		
Velvets	237,845	56,607
Silks	2,229,763	530,684
England:		
Velvets	6,458,950	1,537,230
Silks	11,754,957	2,797,680
France:		
Velvets	948,944	225,849
Silks	2,311,057	550,032
Other European countries:		
Velvets	1,380,552	328,571
Silks	3,488,704	830,312
Non-European countries:		
Velvets	5,471,802	1,302,289
Silks	4,160,695	990,246
Total	82,167,759	19,555,929

Consumption of raw materials.

[Metric tons of 2,205 pounds.]

	1896.	1897.	1898.	1899.
Silk	556.648	636.464	667.102	670.220
Schappe	273.745	280.537	276.747	308.362
Cotton	1,049.023	1,101.488	1,345.608	1,284.937
Wool	96.561	112.455	120.347	108.777

There are two cotton-spinning mills in this district, employing 82,000 spindles. Their output is consumed in the textile districts of Saxony, South Germany, and Rhineland.

The consumption of mercerized cotton yarn increases steadily, as different branches of the textile industry take up its use. It is largely employed here in the manufacture of cravat stuffs, and is produced in quantities, much of which is exported. Egyptian cotton is chiefly used for this purpose.

The manufacture of hosiery, underwear, etc., is progressing slowly. Both power and hand machines are used. The difficulty lies in teaching the workmen, as the textile school has no knitting department, and competition with convict labor prevents its rapid progress. The goods manufactured are sold here and in Switzerland and Holland. They are too heavy for the southern climates, and are practically excluded by the protective tariff in force in many countries.

Closely allied to the textile industry is the manufacture of chemicals and dyestuffs. Markets in this branch were good last year in the European countries, but poor in India, owing to the prevalence of famine and plague. Exports to eastern Asia were not large. Sales to the United States increased, and efforts are being made to further develop this market.

FOOD STUFFS, ETC.

Wheat is imported from the United States and Argentina, rye from Russia, oats and corn from America, and barley from Hungary. The crops were not good in this district, the heavy rains causing the grains to lodge. The outlook for this year is much better. The average prices paid per 100 tons for the year under review were as follows:

	Marks.	Dollars.		Marks.	Dollars.
Wheat:			Oats	14.50	3.45
Domestic	16.75	3.98	Corn	10.00	2.38
Foreign	17.75	4.22	Barley:		
Rye:			For feeding purposes	14.00	3.33
Domestic	15.00	3.57	For brewing	19.50	4.64
Foreign	16.50	3.93			

It is estimated that last year's production of cheese in the district was 2,500,000 pounds. Cleve is the center of the cheese-producing section. The dairymen in this vicinity prefer to sell their milk in the city rather than to make cheese.

Last year, there was an importation of 11,762 tons of butter and 112,267 tons of lard into Germany, while 2,616 tons of butter and 100 tons of lard were exported.

There were 42 distilleries running in this district last year. These consumed 439.50 tons of potatoes, 639.143 tons of rye, 277.195 tons of barley, 820.28 tons corn, and 34,996 liters[1] (36,980 quarts) of wine. Seventy breweries consumed 6,064.565 tons of barley malt, 23.75 tons of corn, and 130.526 tons of rice.

Lumber is imported in large quantities from America and Austria, and some from Sweden and Russia.

EXPORTS.

Cigar labels and cigar-box labels are exported from this district to North and South America, England, Holland, Norway, Sweden, and Switzerland. Exports of German wall papers to Holland have increased during the year. Not much is sent to other continental countries on account of their high tariffs.

The total value of exports to the United States for the year ended June 30, 1900, were as follows:

Chemicals and dyestuffs	$206,411.90	Spun silks	$584,995.68
Cotton goods	120,777.90	Sundries	63,829.31
Paperware	68,499.52	Velvets	832,530.06
Ribbons	181,675.45	Cotton velts	233,858.51
Silks	34,036.68		
Half silks	519,550.16	Total	2,846,165.17

The exports for the year 1898 were $2,065,027.21; for 1897, $1,865,429.93, and for 1896 they amounted to $3,104,914.74.

GENERAL.

Crefeld now claims a population of 110,000. A large number of residences and business houses have been erected during the last year; the new electric transit and lighting systems are nearly completed, and altogether, Crefeld presents quite a prosperous appearance. Arrangements have been made for the addition of a spinning department to the textile school, and it is expected to be in working order by the 1st of April, 1901. A Rhine harbor is to be built at Linn, a suburb of Crefeld, at a cost of 21,000,000 marks ($4,998,000). This harbor is to be connected with the Rhine by a canal and with the city proper by railroad. By this means, it is hoped new industries may be attracted to this vicinity.

JULIAN PHELPS, *Consul*.

CREFELD, *October 10, 1900*.

DRESDEN.

While the last census, taken on December 2, 1895, fixed the population of Dresden at 334,066, the amalgamation of two suburbs, as well as exceptional building and industrial activity, has caused a most rapid increase, placing the number of inhabitants, on January 1, 1897, at 347,500, and on October 1, 1900, at 410,500. The official census of 1900 is in preparation and will be published early next year.

The steady development and growth of commerce and industry observed during the past years showed no indication of decline during the year 1899. On the contrary, mills and factories in this district were fully employed, the number of laborers increasing from 124,540 to 133,362 in 1899, representing fully 7½ per cent.

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[1] 1 liter = 1.05 quarts.

Orders were plentiful within Germany, so that in a great many instances preference was given to local requirements, rather than take the risk and annoyance of export trade.

While the war in South Africa was disadvantageous to a number of trade branches, in particular to two large manufacturers of safety fuses for mining, near Dresden, others, such as toy and leather goods manufacturers, were directly benefited by the same.

During the year 1899, 21 new stock companies were founded in and near Dresden, with a capital of 26,000,000 marks ($6,188,000), a chemical factory, with a capital of 5,000,000 marks ($1,190,000), taking the lead.

Other marked proofs as to the growth of industrial activity may be gathered from the following statements, which refer exclusively to the district of the Dresden Chamber of Commerce, for the year 1899. The number of plants using steam as a motive power increased by 159; an unprecedented gain when compared with former years. Plants using other motive power, such as gas, water, etc., increased by 196, and plants without motors by 181. The post-office handled within this district 20,000,000 letters and 750,000 packages more than in 1898; the traffic in postal money orders increased by 14½ per cent, and 120,000 more telegrams were dispatched than in 1898. The freight traffic by rail increased by 39 per cent, and the trains carried 2,500,000 more passengers than during the preceding year. The total amount of taxable property in Dresden, including real estate, in 1895, was 301,547,392 marks ($71,768,279), and in 1899, 388,297,929 marks ($92,414,907), an increase of 87,000,000 marks ($20,706,000). The taxes paid aggregated at the close of the fiscal year 1898-99, 18,390,000 marks ($4,376,820), including 1,867,908 marks ($444,562) city octroi.

EXPORTS.

TO THE UNITED STATES.

The total value of declared exports from this consular district to the United States during the fiscal year ended June 30, 1900, amounted to $1,130,101.29, which, compared with the corresponding fiscal year ended June 30, 1899, represents an increase of $186,728.38. Deducting the increase of the item "artificial flowers," an article which is entirely governed by the caprice of fashion, and $17,847.47 worth of "household effects," the net growth of exports still shows the handsome sum of $118,481.04. Artificial flowers, arsenic, yarn, woolen goods, linen goods, and cotton waste show the greatest gains..

TO OTHER FOREIGN COUNTRIES.

I am unable to obtain figures of the exports from this district to other countries, but am informed under authority that business was generally satisfactory and prosperous during 1899, the trade with Russia and South America, and partly with Italy and Austria, however, having been somewhat injured by financial and political difficulties.

COMMERCIAL SAMPLES FROM CHINA.

The special commission, organized in 1896 and sent to China in 1897, with the view of studying the wants and tastes of the Mongolian race, has brought home a large assortment of samples, and has made a special exhibit (in the rooms of the chamber commerce in this city) of ten groups of articles specially referring to the industry of this district. The exhibit of paper and stationery created particular interest. Thus, the manufacturer is placed in a position to know exactly what to send to China, and how to compete favorably with other countries doing business with the Asiatic States.

EXPORT ASSOCIATION FOR THE KINGDOM OF SAXONY.

This association was founded in 1885 by a small number of men interested in the growth and extension of Saxon industries. Its special object is to study foreign markets with the view of introducing goods of Saxon manufacture. The work of the association has been most successful. Special trips were made, at the expense of the members, by experienced salesmen to Asia, Australia, Africa, Japan, and in fact all over the world. Thus, hundreds of new connections were formed and many new fields opened to the Saxon manufacturer. At the same time, the services of able and active agents were secured in all the business centers of the world, who are doing good work in promoting the interests of the association. The trips are repeated whenever it seems profitable, and upward of 100,000 marks ($23,800) have been expended in this direction. The total number of firms belonging to the association, with an increase of 43 this last year, is reported to have reached 529. This is another marked proof of the practical and thorough system of the Germans in pushing their export trade and gaining a foothold in the remotest parts of the world, and should attract attention among the manufacturers in the United States.

GENERAL CHANGES IN POSTAL RATES.

During the fall of 1899 and the summer of 1900, the Imperial German Post-Office Department at Berlin succeeded in closing special treaties with a number of foreign countries in regard to the exchange of postal parcels. While in former years it was expensive and risky to send small parcels to Asia, Australia, Central and South America, etc., thus making it practically impossible to ship small supplies of goods to these countries, the new system has opened many profitable channels for the German export trade.

As an example, I give a few of the new rates:

	Marks.	Dollars.
To China (Fuchau, Hankau, Shanghai, Tientsin, and Tschifu, where German post-offices are established):		
Parcels weighing up to 1 kilogram (2.2 pounds)	1.60	0.38
Parcels weighing over 1 to 5 kilograms	2.40	.57
To Japan:		
Parcels up to 1 kilogram	2.00	.47
Parcels over 1 to 5 kilograms	2.80	.66
To Australia:		
Parcels up to 1 kilogram	3.60	.85
Parcels over 1 to 5 kilograms	4.40	1.04
To Costa Rica, Guatemala, etc.:		
Parcels up to 1 kilogram	1.60	.38
Parcels over 1 to 5 kilograms	2.40	.57
To the Argentine Republic:		
Parcels up to 1 kilogram	2.20	.52
Parcels over 1 to 5 kilograms	2.60	.618
To Brazil:		
Parcels up to 1 kilogram	1.40	.33
Parcels over 1 to 5 kilograms	2.60	.618

In other postal rates, there have been some important changes during this year.

The new adhesive postage stamps, postal cards, etc., issued on January 1, 1900, are now in full use, the supplies of the former design having at this date been practically exhausted. For the first time, the Imperial Post-Office Department has issued stamps of high values, the highest of the present issue being 5 marks ($1.19); while formerly the highest value was 2 marks (47.6 cents), which were not even sold to the public and only used for official business.

The most welcome change, which went into effect on April 1, 1900, is the increase in the weight of a single letter within Germany and the Austrian Empire from 15 grams to 20 grams (½ ounce to ⅔ ounce), carried for 10 pfennigs (2.3 cents). Postal cards within the limits of a city, town, or village have been reduced from 5 to 2 pfennigs (1.19 cents to 4 cents), and money orders from 20 to 10 pfennigs (4.7 to 2.3 cents) for amounts up to 5 marks ($1.19).

IMPORTS.

As stated in previous reports, reliable statistics as to the value of imports from foreign countries into this Kingdom are not obtainable, and this is notably the fact regarding imports from the United States. Very few, if any, American goods are imported direct, and, while they are displayed in many of the shops, they are usually purchased in Hamburg or Bremen. The customs duties are controlled by the Imperial Government, and the statistics are compiled at Berlin. Merchandise comes into Saxony by rail and by the river Elbe, which is navigable from Hamburg to some distance into Austria.

I succeeded in obtaining some interesting figures showing the total amount (in tons) of raw materials and all kinds of manufactured goods, etc., brought by rail to and used within this Kingdom during the year 1899, as compared with 1898. The following table covers 74 different classes of articles, and gives figures of imports from other parts of the German Empire and from foreign countries into Saxony:

TABLE I.—*Merchandise imported by rail into the Kingdom of Saxony during the years 1898 and 1899.*

Group.	Articles.	From German Empire.		From foreign countries.	
		1898.	1899.	1898.	1899.
		Tons.	*Tons.*	*Tons.*	*Tons.*
1	Waste	2,459	1,195	816	389
2	Cotton, raw, cotton waste, etc	55,793	46,394	6,090	7,271
3	Beer	123,650	124,880	16,943	18,075
4	Lead	6,624	6,758	19	407
5	Ross and tanning bark	6,935	6,080	5,444	5,481
6*a*	Brown coal	765,145	818,441	3,385,837	3,493,900
6*b*	Brown coal briquets and coke	346,816	470,415	1,110	1,328
7	Cement	139,082	138,496	243	3,891
8	Drugs and chemicals	26,255	26,226	975	1,187
9	Roofing felt and carton-pierre	4,661	5,672	31	97
10	Manure, also artificial	105,081	104,514	8,470	8,785
11*a*	Raw iron	122,626	169,424	25,053	13,530
11*b*	Weld iron in lumps	11,582	3,246	32	213
11*c*	Manufactured bar, plate, and structure iron	43,000	49,599	243	216
12	Hoop, sheet, and rod iron	183,035	214,447	571	2,404
13	Steel railroad rails	22,116	18,754	32	218
14	Steel railroad sleepers	1,509	1,767	....	....
15	Steel axles, wheels, etc	5,798	7,313	26	65
16	Iron steam boilers, reservoirs, etc	36,739	34,131	953	898
17	Iron and steel wire	12,954	14,723	196	109
18	Iron pipes and columns	22,467	23,865	216	555
19	Iron and steel goods	44,573	48,457	421	364

Table I.—*Merchandise imported by rail into the Kingdom of Saxony during the years 1898 and 1899*—Continued.

Group.	Articles.	From German Empire.		From foreign countries.	
		1898.	1899.	1898.	1899.
		Tons.	*Tons.*	*Tons.*	*Tons.*
20	Iron ore (exclusive of iron pyrites)	36,159	41,887	35	18
21	Earth, gravel, clay, marl, etc	132,397	147,465	38,701	45,686
22*a*	Ores, raw, lead ore, etc	2,073	280	142	330
22*b*	Copper ore	214	611	32	11
22*c*	Other ores	11,139	11,061	1,227	1,871
23	Dyewoods	3,665	8,404	373	364
24	Fish	17,550	14,718	1,980	1,672
25	Flax, hemp	3,994	4,247	3,236	3,411
26	Meats and bacon	921	934	101	143
27	Yarn	27,455	27,675	4,663	4,337
28*a*	Wheat	55,240	57,812	6,447	3,484
28*b*	Rye	93,772	131,911	341	2,111
28*c*	Oats	20,691	42,755	476	3,788
28*d*	Barley	51,640	43,685	31,280	37,975
28*e*	Millet, buckwheat, dried beans, peas, etc	4,656	5,623	4,117	4,257
28*f*	Indian corn	9,422	7,990	2,248	2,605
28*g*	Malt	11,956	9,416	5,110	7,285
28*h*	Linseed and oilseed	875	1,058	874	717
28*i*	Other seeds	2,661	3,362	1,267	1,190
29	Glass and glassware	24,722	27,697	1,942	2,136
30	Skins, hides, leather, and furs	13,381	14,178	3,105	3,801
31*a*	European logs	140,154	128,050	209,897	218,826
31*b*	European lumber	205,983	236,937	58,387	46,424
31*c*	European wood for fuel and railroad ties	136,988	108,396	66,967	82,036
31*d*	Foreign lumber, not European	7,718	8,367	52	23
32	Wood pulp and straw pulp	48,917	50,009	5,135	2,702
33	Hops	837	827	262	245
34	Jute	2,197	2,812	57	17
35	Coffee, cocoa, and tea	8,352	9,234	752	1,377
36	Lime	130,888	138,741	47,026	44,632
37	Potatoes	79,792	94,599	6,439	8,268
38	Bones	5,492	6,592	38	48
39	Boneblack	462	337	....	39
40	Rags	12,133	13,608	370	389
41*a*	Flour and mill products	64,791	73,172	2,581	2,441
41*b*	Bran	11,633	23,360	11,465	21,107
42	Fruits, vegetables, plants	41,950	41,063	25,092	36,153
43	Oils, fat, fish oil, and tallow	24,434	24,609	1,939	3,092
44	Oil cake and cocoa cake	9,223	12,960	2,338	1,926
45	Paper and pasteboard	47,336	51,341	792	854
46	Petroleum and mineral oils	27,062	24,773	2,911	3,723
47	Rice, rice flour	2,432	2,453	191	198
48	Clay and cement pipes	15,487	14,618	31	566
49	Beets, sugar beets, and chicory roots	24,758	19,929	1,482	893
50	Beets, sirup, molasses	6,455	11,161	1	6
51	Muriatic acid	4,954	5,559	119	404
52	Salt	49,071	53,770	4,571	8,983
53	Slate	31,926	25,714	1,122	1,757
54	Sulphuric acid	15,434	14,469	3,472	3,916
55*a*	Soda, raw carbonate	22,184	23,573	126	113
55*b*	Soda, caustic	3,036	4,004	79	73
56	Alcohol, brandy, vinegar	26,057	28,372	6	9
57	Starch and starch sugar	19,044	20,320	11	10
58	Building stones, marble slabs and goods	8,185	7,330	1,763	1,148
59	Rough stones	459,912	352,208	3,063	5,064
60*a*	Bituminous (black) coal	386,353	420,430	7,659	6,063
60*b*	Briquets of black coal	5,122	4,907	....	....
60*c*	Coke of black coal	130,875	134,647	361	289
61	Tobacco, raw and ribs	2,880	2,731	421	516
62	Tar, pitch, asphalt, resin	20,447	23,659	1,033	1,190
63	Earthenware, china, and pottery	9,101	9,746	536	747
64	Turf and charcoal	5,324	4,567	477	719
65	Wines	11,222	9,868	526	715
66	Wool	55,835	54,097	5,273	8,019
67	Zinc	14,317	13,887	267	398
68*a*	Sugar, not refined	3,166	2,559	28,281	9,680
68*b*	Sugar, refined	42,863	42,965	....	18
69	Miscellaneous	110,971	92,324	7,792	6,484
	Total	5,330,409	5,608,225	4,123,458	4,265,038
		Number.	*Number.*	*Number.*	*Number.*
70	Horses	15,904	14,820	1,248	1,327
71	Cattle	211,046	204,142	5,998	9,402
72	Sheep	192,745	203,217	12	8
73	Hogs	440,795	500,666	....	....
74	Poultry	753,993	790,784	536,011	641,788

The following table gives figures (in tons) of the merchandise carried to Dresden by the river Elbe, showing an increase over 1898 of 37,000 tons:

TABLE II.—*Merchandise imported to Dresden by River Elbe.*

Kind of goods.	Up-stream.	Down-stream.	Kind of goods.	Up-stream.	Down-stream.
	Tons.	*Tons.*		*Tons.*	*Tons.*
Cotton, raw	13,640	....	Potatoes	21	....
Beer	15	....	Carbonate, bone dust	605	....
Ross and tanning bark	250	351	Black coal	3,472	....
Brandy	78	....	Brown coal	25	145,572
Cement, lime	6,580	....	Rags	177	....
Manure	16,024	....	Flour, etc	14,173	....
Iron:			Raw metals	5,079	10
Raw iron	37,652	....	Fresh and dried fruit	617	5
Manufactured, all kinds of	27,730	....	Oils and grease	9,362	....
Ore	441	....	Oil seeds	6,883	....
Other ores	5,024	8	Petroleum and mineral oils	32,871	....
Earth, sand, gravel, chalk	24,418	56,172	Rice	4,329	....
Dyewoods	900	....	Saltpeter and muriatic acids	4,522	....
Barrels, cases, bags	87	....	Salt	185	....
Fish and herrings	3,895	....	Soda	1,181	25
Flax, hemp, etc	8,086	....	Stone and stoneware	21,461	109,274
Barley	5,457	3,319	Straw and hay	2	52
Oats	9,678	....	Tobacco, raw	536	6
Rye	22,685	....	Tar, pitch, resin, and asphalt	5,683	....
Wheat	48,806	....	Pottery, earthenware, and china	133	....
Other kinds of wheat, dried pease, beans, etc	32,260	....	Wines	1,012	....
Vegetables and plants	243	....	Wool, raw	1,755	....
Glass and glassware	87	....	Bricks, roof tile, clay pipes	8,611	2,755
Hides, fur, leather, and skins	1,034	....	Sugar, molasses, and sirup	11,739	....
Lumber, all kinds of	11,507	7,508	Miscellaneous	39,190	7,204
Furniture and wooden ware	287	....			
Instruments, machines, and parts of	2,700	11	Total: 1899	461,733	332,272
Coffee and cocoa and substitutes	8,595	....	1898	438,317	318,996

IMPORTS FROM THE UNITED STATES.

Direct imports from the United States into this consular district are very limited, and I am convinced this is principally due to its geographical position and also to the unwillingness of the Saxon to buy goods in large quantities. He prefers to purchase, whenever his supply is exhausted, from the bonded warehouses in Hamburg or Bremen, where large stocks of American-made goods are continually stored, thus saving all inconvenience of entry, banking, etc. Another reason, and this is the principal one, why purchases are made at the German seaports is that it takes too long to get goods from America, and in case of unsatisfactory shipments, it is far easier and less expensive to return the goods to the Hamburg or Bremen agents and enter complaint there, than to discuss the matter with the manufacturer in America.

BICYCLES.

Since the big boom in 1896–97, there has been a marked decrease in the traffic in bicycles. The total number of bicycles placed on the market during 1896 and 1897 by the manufacturers in Dresden was estimated at 60,000 each year, while hardly 45,000 were sold in 1899 and still less during the current year. The decrease in the sale of American bicycles in and near Dresden is in about the same proportion. The principal agent tells me that in 1897, at least 1,000 wheels (mainly Cleveland and Columbia) were sold in Dresden and vicinity, while in 1899, hardly 500 wheels found customers, and during 1900, up to the date of this report, only 150 have been sold. This decrease of trade is attributed to various causes, but mainly to overproduction, resulting in considerable depression in prices. Interest has slackened among the higher classes, and the opinion prevails that the main reason is to be found in the fact that since the pneumatic tire (the chainless wheel not having come up to the general expectations) there has been practically no marked or important improvement in this line of manufacture. During this season, an unusual tendency to prefer a German wheel to a foreign make was noticeable. Since 1896–97, German manufacturers have made special efforts to copy the American wheel, and one of the largest manufacturing firms in Germany, Messrs. Winklhofer & Jänicke, in Chemnitz, has succeeded in placing a wheel on the market, the Wanderer, which keenly competes with the best American model.

During 1899, wheels from this district were exported to Austria, Norway, Denmark, Russia, England, Egypt, Switzerland, Spain, South America, Bulgaria, and Roumania. Business with Sweden was very much injured by an increase of duty of 10 per cent.

The outlook for 1901 is somewhat more encouraging.

AGRICULTURAL MACHINERY.

Agricultural machines are not imported direct from the United States to Dresden, but are all bought from Hamburg and Bremen agents. The most salable is the mowing machine, and a good business was done in 1899. Sales were not as profitable in 1900, because the weather was particularly favorable and hand labor plentiful. Hay tedders and grass-cutting machines, also clippers for horticulturists, etc., sold readily.

The sulky plow of B. F. Avery & Sons, Louisville, has been successfully imitated by German manufacturers. American manufacturers should protect their rights by taking out German letters patent.

Saxony is densely populated, the farms are small, hand labor cheap, and there never will be a large market for agricultural machines in this district.

PETROLEUM.

The American petroleum is still preferred to the Russian, but Russian competition is keen, and I am told that petroleum from Roumania is beginning to come into Germany in larger quantities than before. The total amount of petroleum imported into this Kingdom in 1899 was 28,496 tons by rail and 32,871 tons by water.

American boots and shoes are very popular in Dresden. While almost every large shoe store carries a line of American shoes, there is one store on the main thoroughfare that deals solely in the American manufacture.

The value of American-made shoes sold in Dresden has increased from $7,000 in 1897 to about $12,000 this last year.

The Germans like the graceful shape and more tasteful finish, and the American manufacturer has well adapted his goods to the shape of the German foot.

CANNED GOODS AND FRESH FRUIT.

Much dissatisfaction is felt by the importers of canned meats—especially corned beef and ox tongues—at the imperial law which went into effect on October 1, 1900, absolutely prohibiting the importation of this food. The largest importer in Dresden says that for Dresden alone, it means a falling off in trade of at least $100,000 per annum. Canned salmon and oysters are not affected by this new law, but the consumption of these is small and is estimated at not over 50,000 cans each per annum.

Dried fruits are imported extensively from the United States, principally from California, and the annual demand in Dresden for apples, plums, and apricots is estimated at from 30,000 to 50,000 cases, at 25 pounds to the case.

HARDWARE AND MACHINERY.

The sale of American hardware and machine tools in the Kingdom of Saxony, where there is so much competition, is not at all easy. Nevertheless, several active men here have secured the agency of a number of American firms, and business shows a decided and steady increase, not only in Saxony but throughout Germany. The simple and practical construction of the American tool is acknowledged, but careless finish of single parts often gives cause for complaint and refusal of goods. Packing is in general satisfactory; only some new firms which were not experienced in the export trade were careless in this direction.

The principal agent for American machinery, etc., in Dresden says:

> I have scarcely a complaint to make which would be of public interest. I might mention, however, that an American firm that intrusted me with its sole agency for Germany was unable to prevent German competing firms from buying these very same goods through indirect channels, thus causing me serious damage, as I have to incur heavy expenses for advertising, etc., which the competing firms, of course, save, and this enables them to undersell me. I would further say that American manufacturers regularly refuse to quote their prices f. o. b. vessel New York, and insist on delivering f. o. b. cars New York. The European buyer in this case is often compelled to pay unreasonably high charges for lighterage of merchandise from cars to vessel, and he can not even refuse payment, because expenses follow the shipment as charges and are collected on delivery. He therefore prefers to pay rather than suffer loss from delay.

At the present time there is a stagnation in business throughout Germany, which is due to the prevailing political conditions. As soon as this situation changes, there is no doubt that the traffic in machinery will be more animated. It is not believed, however, that the importation of American hardware and machinery into Germany will ever be very much larger than at present. There is considerable dissatisfaction here on account of the high prohibitive tariff, which makes the export trade to the United States extremely difficult, and no effort is spared to obstruct the entry of American goods. These efforts are aided by the fact that the manufacturers of hardware and machine tools are increasing their plants, in order to supply the home demand and also to put a certain pressure on the German Government with the view of increasing the import duties.

RULES GOVERNING COMMERCIAL TRAVELERS FROM FOREIGN COUNTRIES.

Commercial travelers selling goods of foreign manufacture are not subjected to any restrictions within this Kingdom. They must, however, before starting out to work, report to the police department, submit their passports, give evidence that they are agents of the firm they desire to represent, and obtain a permit (gewerbe-schein), which costs a few cents.

German manufacturers are much annoyed at the new law enforced in Russia since January 1, 1899, imposing a tax of at least 500 marks ($125) on foreign commercial travelers. A similar law went into effect not long since in Switzerland, and it is not improbable that steps will be taken in this direction in Germany.

CHAS. L. COLE, *Consul-General.*

DRESDEN, *November 10, 1900.*

DUESSELDORF.

The general progress and prosperity enjoyed in nearly all branches of trade and commerce throughout the German Empire during the past year were notable also in the provinces of Rhineland and Westphalia, and particularly in the government district of Duesseldorf, of which this consular district covers the most active and industrious portion. The past financial year was marked by an activity hitherto unsurpassed, and while the previous year had been regarded as attaining the height of the prosperous movement going on for about six years, it appears that the year 1899 was the summit to which the movement rose, and from which it is now fast going downward. Iron and steel works, foundries, furnaces, rolling mills, machine shops, shipyards, the electrical industry and its kindred trades, gas works, and the common carriers, railways and ships, were strained to the utmost. One of the most important trades of this district, the mining of coal and the preparation of coke and other fuels, was specially favored, and so overwhelmed with orders that it seemed impossible to meet the demand at home.

COAL.

The coal mines are distributed over the northeastern portion of the government district, of which this city is the capital, and the western parts of Westphalia, the adjoining province, and are in the hands of companies which are united in the Rhenish-Westphalian coal syndicate in Essen-Ruhr; this combine is bound by contracts with strict rules that are rigidly enforced. The entire production of these mines and collieries is controlled by the syndicate, the executive prescribing to each member the quantity of coal to be produced, and attending to the entire work of selling and distributing the output. With the exception of the mines belonging to the Prussian State and to large firms consuming the output of their collieries in their own iron and steel works, there are but few mines in Rhineland and Westphalia which are not members of the aforementioned combine. A State supervision is exercised over all Prussian mines, the superior mining office for this part of the Kingdom being in Dortmund, Westphalia. The mining authorities are particularly strict in enforcing rules for the safety of laborers and for good ventilation of the mines, measures for the prevention of mining accidents, etc.

The number of laborers employed in the coal mines of the Dortmund district has been steadily increasing since 1894, when it was 152,139; in 1895 it was 153,537; in 1896 the number was 159,915; it rose to 176,798 in 1897, to 190,532 in 1898, and to 204,410 in 1899.

An interesting table was published recently by the general miners association (Allgemeiner Knappschaftsverein), a compulsory insurance association for employees of the coal mines; the table, which follows, shows the number of the men insured, by classes of wages earned, for the several years 1892, 1895, 1898 and 1899, and the steady increase in the number of men earning the higher rates:

	Classes of daily wages.	1892.	1895.	1898.	1899.
1	33 cents and less	4,385	4,532	4,948	4,849
2	Up to 43 cents	2,692	2,693	1,965	1,964
3	Up to 52 cents	5,328	6,293	3,136	2,791
4	Up to 62 cents	11,261	12,978	7,218	6,517
5	Up to 71 cents	15,583	16,434	14,959	14,459
6	Up to 81 cents	15,902	18,083	16,711	17,245
7	Up to 90 cents	19,064	24,125	17,594	47,843
8	Up to $1	21,326	27,885	18,815	17,568
9	Up to $1.09	19,047	22,169	23,000	19,696
10	Up to $1.19	14,060	12,867	27,889	26,206
11	Up to $1.29	8,100	5,719	25,255	28,263
12	Up to $1.39	3,758	2,421	17,258	22,656
13	Above $1.39	4,441	3,372	19,544	28,579
	Total of members	144,947	159,571	198,287	208,636

Classes 1 and 2 are "juvenile laborers," or boys from 14 to 16 years.

A much larger number of laborers could have found employment last year with the mining companies. Strikes, the South African war, and other circumstances caused a scarcity of hands in the mines which seriously hampered the development of the production of coal and the proper utilization of the favorable market situation. A bigger calamity to the trade than the want of laborers, however, was the failure on the part of the State railways to supply the necessary number of trucks for the transportation of the product. There were many days last winter when there was a deficiency of 5,000 cars per day, and the loss of production caused by this alone is estimated by the directors of the coal syndicate at more than 350,000 tons for last season, so far as the mines belonging to the syndicate were concerned.

Still the mines, especially those under the leadership of the syndicate, succeeded in raising their production in the accustomed proportion, as can be seen from the following table:

Production of coal.

Year.	Total, Kingdom of Prussia.	Ruhr district.		Syndicate mines.		Mines belonging to the Prussian State.[1]		Upper Silesia.	
		Quantity.	Per cent.[2]	Quantity.	Per cent.[2]	Quantity.	Per cent.[2]	Quantity.	Per cent.[2]
	Metric tons.	*Metric tons.*		*Metric tons.*		*Metric tons.*		*Metric tons.*	
1890	64,373,816	35,517,083	55.17	....	......	6,212,540	9.65	16,870,886	26.21
1891	67,528,015	37,478,579	55.50	....	......	6,389,960	9.46	17,725,793	26.25
1892	65,442,558	36,969,549	56.30	....	......	6,258,890	9.56	16,437,489	25.12
1893	67,657,844	38,702,999	57.20	33,539,230	49.57	5,883,177	8.70	17,109,736	25.27
1894	70,643,979	40,734,027	57.66	35,044,225	49.61	6,591,862	9.33	17,204,672	24.35
1895	72,621,509	41,734,027	57.47	35,347,730	48.67	6,886,098	9.48	18,066,401	24.88
1896	78,993,655	45,008,660	56.98	38,916,112	49.26	7,705,671	9.75	19,613,189	24.83
1897	84,253,393	48,519,899	57.59	42,195,352	50.08	8,258,404	9.80	20,627,961	24.48
1898	89,573,528	51,306,294	57.28	44,865,536	50.09	8,768,562	9.79	22,489,707	25.11
1899	94,778,252	54,494,000	57.50	48,024,014	50.67	9,025,071	9.52	23,527,317	24.82

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[1] Saar district, Rhineland.

[2] Of entire production.

The feverish activity of the iron and steel industry caused a demand for coal which the mines were unable to fill, and consequently prices were driven to a height bordering on the fanciful, and the sale of substitutes, particularly of lignite or brown coal and of briquettes, became an important trade. While the high prices encouraged an increased importation of coal from England, it was not found profitable to import coal from America on account of the increased prices in the United States and high freight rates. There was much talk among largest consumers and dealers about trying to purchase American coal, but it is impossible to learn of large contracts for the American product actually made by any of the big manufacturing establishments.

Although the fear of a calamity on the German market has induced a number of large consumers to cover their wants by contracts for English coal at higher prices than those which are demanded by German mines, and the German Government has reduced the rates for transportation of coal from seaports to facilitate the importation of foreign coal, there is a general belief at present that the tales about scarcity are exaggerated to keep up prices, and while it is true that the increased demand for coal on the part of gas works and transportation companies will continue, it is at the same time true that large iron and steel works, furnaces, and rolling mills are already obliged to reduce their production, not for want of coal, but for want of work.

Besides, the statistics published by the German Government show that during recent years, the quantities of coal exported from Germany were about double the quantities imported; in 1892, the imports amounted to 4,436,983 metric tons, the exports to 9,649,055; in 1898, exports amounted to 13,989,223 metric tons, while only 5,820,332 were imported; for 1899, the number of tons exported was 13,943,174 and imported 6,220,489.

IRON AND STEEL.

Next in importance after coal mining is the iron and steel industry in its various branches. As mentioned before, the trades connected with these industries were very busy last year. The works were overcrowded with orders and were reluctant to accept new ones; there was constant complaint about deficiencies of raw materials, of fuel, and of laborers. At present, the situation has changed. The works have still large contracts on hand which would employ them to their full capacities until the end of next year, but customers are very slow in giving specifications, and are being reminded by circulars issued by the manufacturers to live up to their contracts, or the works will be obliged to send the ordered wares without waiting for the specifications. A large establishment (rolling mill) with the most modern improvements has been recently built near this city, but the proprietors have concluded not to begin to manufacture, there being no chance to work with a profit under the present circumstances. Several of the large establishments were recently obliged to dismiss many laborers, while others are leaving vacancies unfilled.

The annual reports of two of the most important compulsory insurance associations were issued a short time ago. One is that of the Rhenish Westphalian Insurance Association of Foundries, Furnaces, and Rolling Mills, which comprises all employees in such establishments in these two provinces. The report says that at the close of the year 1899, there were 233 such establishments in Rhineland and Westphalia, employing 129,966 persons, or 11,342 more than at the same time a year ago; the insured amount of wages was 156,063,987 marks ($37,143,228.90), against 137,705,157 marks ($32,773,827.37), which shows an increase of 18,358,830 marks ($4,369,401.54). The average wages per head and year amounted, accordingly, to 1,200.81 marks ($285.79) in 1899, against 1,160 marks ($276.28) in 1898. The other report was published by the Association of Manufacturers of Machinery and Hardware of Rhineland and Westphalia. The number of insured persons in 1899 was 156,683, or 13,183 more than the year before; their insured wages amounted to 162,273,171 marks ($38,621,014.70), showing an increase of 18,437,471 marks ($4,388,118.10) over 1898. The average yearly earnings per man would be, accordingly, 1,034 marks, or $246.10. In 1898, it was 1,000 marks, or $328; in 1897, it was 972 marks, or $231.34. According to German law, the earnings of every factory hand have to be insured up to the amount of 1,200 marks per year; any excess is insured to one-third only, and the amounts actually earned are somewhat larger than the sum given in the statistics.

OTHER INDUSTRIES.

While the trades hereinbefore mentioned are the most prominent in this consular district, there are other important branches of commerce and industry, especially in and near the city of Duesseldorf. An important trade is the manufacture of glass and glass bottles. In Gerresheim, a town in this vicinity, there is one of the largest bottle establishments in the world; the annual output approximates a hundred million green bottles, and several thousand laborers are employed all the year round. The manufacture of textiles is considerable, but is surpassed by that of the adjoining consular districts of Barmen and Crefeld.

UNITED STATES TRADE.

Duesseldorf, with its excellent harbor facilities, is the principal commercial city for the northern part of the Rhine province and for the industrial sections of Westphalia. Of the articles imported direct from the United States, machinery and tools of all kinds are brought in increasing quantities. There are several firms here devoted almost exclusively to the importation of American machine tools, and their business is very flourishing. Another article is American wood, there being a constantly increasing demand for pitch pine, Carolina pine, cottonwood, hickory, oak, and other hard woods on the Duesseldorf market. Considerably larger quantities of pitch pine could have been sold here last year, if they had been present.

Pig iron, naval stores, fertilizers, and other raw products found a good sale in this neighborhood last year.

Many American articles of daily use are exhibited in the stores of this city, such as writing desks, typewriters, petroleum stoves, washing machines, and other household goods, and they all seem to sell well. They are to a great extent purchased from Hamburg and Bremen jobbers, but respectable quantities come direct by way of Rotterdam.

In this way, dried California prunes, peaches, apricots, and pears are being imported, though the trade is much impeded by the customs regulations for the prevention of the introduction of the San Jose scale. The last annual report of the Duesseldorf chamber of commerce calls the quality of last year's California prunes "excellent." Referring to pears from that State, the report complains of the strict rulings of the customs authorities, in spite of the fact that any scale or insect on or in the fruit must be killed by the process of evaporation to which the fruit is subjected. To the authorities in Hamburg and Bremen, the presence of dead scales seems to be no impediment to the importation of the pears, and dealers here are therefore compelled to purchase their wants secondhand instead of direct.

It is impossible to obtain special statistics as to the quantities of any goods imported from the United States into this district.

The exports of this consular district to the United States are small in comparison with the figures shown by the list of neighboring consulates, Duesseldorf affording a better market in which to sell many American articles than a source for the supply of necessities to America. In former years, large quantities of iron and steel tubes were exported to America, and considerable shipments of paper parchment and of works of art were made, but to-day, the export of those goods to the United States is insignificant, though the trade in the last-named articles seems about to revive again. The principal articles exported during the year ended June 30 last were:

Machinery, $136,054.05; chemicals, drugs, minerals, $95,261.47; glass bottles, $86,679.89; silk and cotton goods, $26,660. The total amount of exports was $450,238.77. To this figure must be added the exports from the consular agency at Essen, $687,552.56, about two-thirds of which comes from the Krupp works.

P. LIEBER, *Consul.*

DUESSELDORF, *October 12, 1900.*

SUPPLEMENTARY.

PRESENT SITUATION OF THE GERMAN IRON AND STEEL INDUSTRIES.

Stahl und Eisen, the organ of the association of German furnace men appearing in this city, publishes an editorial in its last number (October 15, 1900) endeavoring to disperse the general mistrust prevailing at present among German business men, with respect to the situation of the iron and steel industries in this country.

The article refers to the news which came from the American iron market at the beginning of this year and brought the first uneasiness to the German iron industry. The enormously increased production of iron and steel in the United States, being unable to find a sale at home in sufficient quantities at the very high prices then in vogue, invaded the world's market, and, with the Chinese troubles adding to the difficulties, a strong decline of values on the European exchanges followed, affecting seriously the iron works of Germany. The common confidence at once gave way to universal mistrust and general belief that overproduction had set in.

The writer proposes to investigate systematically the production and consumption of the principal manufactures of the German iron and steel furnaces, and the changes which have lately set in.

The production of pig iron and the home consumption within the German Empire and Luxemburg, as well as imports and exports of the product, are stated in the following table published by the German statistical bureau in Berlin:

Year.	Production.	Advance against preceding year.	Home consumption.	Imports.	Exports.
	Metric tons.[1]	*Per cent.*	*Metric tons.*[1]	*Metric tons.*[1]	*Metric tons.*[1]
1891	4,641,217	....	4,720,242	244,256	111,154
1892	4,937,461	6.4	4,975,417	209,806	113,391
1893	4,953,148	.3	5,008,693	218,998	108,675
1894	5,559,322	12.2	5,538,800	208,948	154,647
1895	5,788,798	4.1	5,768,251	188,217	135,289
1896	6,360,982	9.9	6,505,245	322,502	140,449
1897	6,889,067	8.3	7,221,166	423,127	90,885
1898	7,402,717	7.5	7,538,134	384,561	187,375
1899	8,029,305	8.4	8,469,904	612,652	182,091

[1] Of 2,205 pounds.

The table shows that progress in the production of pig iron in Germany has been remarkably steady. Not only has there been no decrease from a preceding year since 1891, but up to about four years ago there was a secure advance, corresponding with the progress of the home consumption. Since that period, importation has steadily increased, which is proof that the home production of pig iron was unable to meet the home consumption.

The total production of pig iron in Germany and Luxemburg during the first eight months of the present year was 5,469,014 metric tons, against 5,367,509 during the same period of the previous year, showing an increase of 101,505 tons, or 1.9 per cent only, while the importation rose from 383,233 tons to 485,195 tons, and the exportation declined from 125,461 to 82,549 tons.

Should the importation of foreign pig iron into Germany continue in the same proportion as hitherto, it would amount at the end of the present year to about three-fourths of a million tons, or more than ever before. The correspondent of the Stahl und Eisen attributes the slower advance in the German production to the insufficient supply of coke. The productiveness of German cokeries having been raised, however, lately—for the Lower Rhine district and Westphalia the increase is estimated at a million tons—he infers that the German production of pig iron will go up again in proportion and repel the influx of the foreign product, and he points with pride to the fact that it was not the quality of English pig iron which led to its increased importation, the German industry being long since in a position to fully supply for the formerly indispensable Scotch pig iron.

In referring to the distribution of the German production of pig iron for the several uses to which it is to be put, the article distinguishes between the material serving for the manufacture of castings and the product for the manufacture of malleable iron, and shows by the following statistics that the increase of the demand is traceable to the enlarged manufacture of castings, as well as of Thomas and Bessemer iron:

Table showing the production of pig iron within the German Empire and Luxemburg, distinguished by the several uses to which it is to be put.

Year.	Foundry pig iron.	Pig iron for the manufacture of malleable iron.		
		Puddle iron, including spiegel iron.	Thomas-Bessemer iron.	Total malleable iron.
	Metric tons.	*Metric tons.*	*Metric tons.*	*Metric tons.*
1891	739,948	1,553,835	2,337,199	3,891,034
1892	746,207	1,491,596	2,689,210	4,181,506
1893	774,434	1,370,298	2,831,635	4,201,933
1894	874,624	1,334,559	3,160,848	4,495,405
1895	887,509	1,193,992	3,373,223	4,567,215
1896	976,947	1,330,838	4,054,761	5,385,599
1897	1,132,081	1,256,392	4,481,700	5,738,092
1898	1,277,565	1,172,802	4,850,368	6,023,170
1899	1,424,732	1,663,571	4,941,002	6,604,573

The statistical statements published by the Imperial bureau fail to give information as to the several descriptions of imported pig iron, but it may be assumed with certainty that a comparatively small portion has gone to the steel and puddle-iron works, while by far the larger portion was English and Scotch foundry iron, which was taken up by iron foundries.

The importation of pig iron and the shares of the several countries in this importation into the German Empire are shown by the following table:

Importation of pig iron into the German Empire and Luxemburg.

Year.	Total importation.	Principal countries of origin.				
		Great Britain.	United States.	France.	Sweden.	Spain.
1891	244,256	217,133	....	6,044	5,998	5,833
1892	209,306	175,023	....	14,984	7,438	6,296
1893	218,998	191,643	....	14,542	6,267	2,792
1894	203,948	182,056	1,503	8,028	5,368	4,400
1895	188,217	160,504	8	13,245	7,885	4,462
1896	322,501	362,007	402	21,148	9,927	2,994
1897	423,127	284,297	18,034	21,911	13,036	5,136
1898	384,561	308,883	20,849	40,845	10,476	2,176
1899	612,652	529,770	29,661	34,432	10,940	3,808
Jan. 1 to Aug. 31, 1900	485,195	458,076	10,178	5,935	6,276	1,048

The importation from the United States shows accordingly an increase for the year 1899, but still it is very small in comparison with the German production; in the present year it has declined, and no fear is entertained by the German manufacturers now with regard to American competition on the home market. As far as the world's market is concerned, however, the article warns German manufacturers not to conclude that American competition is only of a transient nature, and points to the exports of finished articles from the United States, growing day by day. While it is true that the scarcity of freight room on the trans-Atlantic steamers and the high cost of transportation are at present preventing the importation of American iron into the European markets. the admirable ability shown by the Americans in overcoming distances between the ore deposits on the Upper Lakes and the coal district in Pennsylvania teaches that there is no security here against surprises from the other side of the Atlantic, particularly at the present moment, when the American furnaces are united in a few, but powerful, combines. Now, it is a fact that the German transportation facilities could be utilized by German trade to a much larger extent, but the principal means of transportation, the railroads, are in the hands of the Prussian State, and it is exceedingly difficult to obtain from the authorities any concessions in the way of freight reduction.

In the absence of any official statistics showing the quantities of melted iron produced in Germany, the manufacture of basic melted iron has been ascertained by Dr. Rentzsch, an expert, who has shown by the following table that its production has doubled, and the iron produced in the basic converter has grown from 2.3 to 3.9 million tons since 1894, when the collection of the statistics was commenced:

Table showing the production of basic iron in Germany.

Year.	Produced in converter.	Produced in open furnace.	Total.
	Metric tons.	*Metric tons.*	*Metric tons.*
1894	2,342,161	899,111	3,241,272
1895	2,520,396	1,018,807	3,539,203
1896	3,004,615	1,292,832	4,297,447
1897	3,234,214	1,304,423	4,538,637
1898	3,606,737	1,459,159	5,065,896
1899	3,973,225	1,693,825	5,667,050

The advance in the manufacture of finished articles is shown by the following table:

Years.	Castings.	Finished articles of—	
		Forged iron.	Melted iron.
	Metric tons.	*Metric tons.*	*Metric tons.*
1891	1,050,217	1,411,653	1,341,063
1892	1,039,248	1,279,287	1,976,735
1893	1,077,214	1,078,065	2,231,873
1894	1,147,390	1,061,808	2,608,313
1895	1,177,800	992,652	2,830,468
1896	1,387,341	1,111,209	3,462,276
1897	1,481,687	1,031,690	3,863,468
1898	1,618,415	1,077,363	4,352,831
1899	1,769,101	1,103,740	4,791,022

From 1891 to 1895, articles of forged iron show a decline which is easily explained by the fact that forged iron has been largely displaced by iron obtained by the melting process. The favorable condition of the market after 1895 has kept the production of forged iron at about an equal level for the last four years. The manufacture of articles of melted iron shows a rise of 160 per cent since 1891.

During last winter and the first quarter of the current year, several new plants have been set to work and a number of old steel works enlarged and improved. Their additional production is, however, not counted very high by the writer of the article, who says it will not be more than the increase of production for every year since 1895, the more so as the establishments had been working all the time with their old apparatus at a speed which they can not keep up any longer. The writer can not see why the demand developed as hitherto should break off so suddenly, and admonishes the head men of the iron and steel industry to overcome by common action the present period of transition, during which the general confidence has been shaken by outside events, and to pay more attention again to the matter of exportation, which had been neglected during late years under the pressure of the big demand at home.

The article closes by saying that, the present down-heartedness of many German business men having no cause in internal circumstances, there is no reason to doubt that the present disturbance is only of a temporary nature.

P. LIEBER, *Consul.*

DUESSELDORF, *October 26, 1900.*

FRANKFORT.

The year 1899 was a banner year for the commerce and the industries of the German Empire. Almost every branch of industry showed gains and, although the advance in the prices of raw materials, especially of coal, was marked, material progress has been made, and the supply of skilled as well as of common labor has been inadequate to the demand. To meet this demand, foreign labor has been employed to a considerable extent. Wherever you go in Germany, you see Italians working on the construction of new railroads as well as in other pursuits. The farmers are suffering from this lack of labor and are now easy converts to the advantages of labor-saving agricultural implements and machinery.

The rate of interest has increased, due to the large demand for capital to be invested in all kinds of manufacturing enterprises.

The coal and coke situation in Germany during the year was very unfavorable for consumers, owing to a number of causes—the continued boom in industrial pursuits, strikes, the conversion of horse-car lines into electrical ones, and the Transvaal war (in consequence of which the importation of English coal in the last three months of the year was greatly reduced). The supply was inadequate to the demand and prices in consequence increased, in some instances and for certain grades of coal over 100 per cent.

It seems doubtful, in view of the heavy expense of transportation across the Atlantic and the difficulties of providing freights back to the United States, if a permanent lucrative export business in coal to Germany can be established by the coal producers of the United States. The increased price of coal, however, is bound to last, at least for some time to come, and this is the opportunity for manufacturers of fuel-saving and smoke-consuming furnaces to successfully establish a foothold here. Just as the lack of farm labor has helped to sell large quantities of agricultural implements, so the enhanced price of coal will aid the sale of fuel-saving devices.

The exports of manufactured goods from Germany to other European countries as well as to transoceanic ones have steadily increased.

The total imports and exports of Germany were as follows:

	Metric tons.	Value in United States currency.
Imports:		
1899	44,651,501	$1,308,536,428
1898	42,729,838	1,290,399,048
Exports:		
1899	30,406,007	988,501,667
1898	30,094,318	954,896,429

An increase of imports was shown in the following articles (metric ton=2,204.6 pounds):

Articles.	1899.	1898.
	Metric tons.	*Metric tons.*
Iron and iron wares	839,839	523,807
Earths, ores, precious metals, asbestus	7,356,870	6,151,741
Coal, coke, and peat	15,436,943	14,723,897
Wool and woolen goods	244,141	234,851

Imports decreased as follows:

Articles.	1899.	1898.
	Metric tons.	*Metric tons.*
Cotton and cotton goods	394,311	420,596
Drugs, chemicals, and dyestuffs	1,285,080	1,412,608
Cereals and agricultural products	6,644,455	7,172,164
Linen, linen yarn, and linen goods	23,100	25,494

Exports increased as follows:

Articles.	1899.	1898.
	Metric tons.	*Metric tons.*
Cotton and cotton goods	100,863	98,865
Drugs, chemicals, and dyestuffs	796,444	743,044
Earths, ores, precious metals, asbestus	5,691,184	5,482,201
Cereals and other agricultural products	823,983	776,867
Glass and glassware	121,885	112,427
Instruments, machinery, and vehicles	283,245	232,294
Copper and copper goods	59,375	54,987
Wool and woolen goods	77,815	74,811
Notions	35,846	33,469

Exports decreased as follows:

Articles.	1899.	1898.
	Metric tons.	*Metric tons.*
Iron and iron wares	1,509,886	1,626,223
Groceries, confectionery goods	1,751,219	1,795,866

The commerce of Germany with the United States ought to be very satisfactory to the former country, as the following figures show:

Increase of United States imports into Germany compared with 1898.

	Tons.		Tons.
Bran	32,000	Apples	900
Malt	4,000	Animal horns	900
Rags	600	Building timber, etc	2,800
Lead	1,500	Fine wooden wares	50
Blacking	131	Machinery:	
Logwood	1,300	Wood	500
Acetate of lime	600	Cast iron	5,900
Zinc oxide and dross of zinc	851	Wrought iron	1,300
Iron, scrap	4,100	Railroad vehicles	15
Pig iron	8,800	Nickel	170
Iron wares	500	Sausages	300
Sewing machines	400	Wheat flour	3,100
Asbestus	240	Cotton-seed oil	11,900
Phosphate of lime	129,700	Stearine	400
Slags of ores	8,370	Tallow	700
Zinc ores	600	Cellulose	600
Wheat	182,000	Petroleum, refined	46,700
Oats	16,300	Lubricating oils	3,700
Linseed	2,600	Bladders and guts	1,600
Corn	15,000	Zinc	268
Grass and clover seed	1,500		

Decrease of United States exports to Germany.

	Tons.		Tons.
Cotton	30,000	Pork	1,700
Oil of turpentine	2,800	Hams	1,200
Chemicals	400	Bacon	9,400
Bicycles	270	Sausages in boxes	800
Bauxite	1,200	Dried fruit	1,100
Rye	170,000	Tobbacco leaves	300
Buckwheat	8,700	Oil cakes	16,600
Hides of cattle, salted and limed	1,800	Oleomargarine	2,200
Hides of horses, salted	500	Lard	3,100
Staves, oak	8,600	Animal waste	900
Musical instruments	170	Petroleum, crude	1,900
Aluminium	180	Resin of turpentine	9,500
Copper	5,700	Horses.......number	2,100
Copper, scrap	230		

Increase of exports from Germany to the United States.

	Tons.		Tons.
Leather, waste	2,200	Tanning extracts	500
Netting, rope	537	Indigo	80
Cotton hosiery	180	Sulphate of potash	600
Embroidery	43	Red lead	380
Fine brushes	30	Lithopen	1,000
Ethereal oils	20	Dyestuffs and colors	200
Lead pencils, etc	26	Medicinal preparations	200
Ferro-cyanide of potassium and soda	250	Chemical preparations	900
		Iron wire	950
Cyanide of potassium	200	Iron goods, polished and fine	1,800
Caustic potash	260	Cement	30,000
Alum	2,300	Kaolin	3,500
Matches	117	Barytes	1,400
Alizarine and aniline	1,000	Hemp seed and other seeds	940
Arsenic compounds	150	Glass, green and white	900
Benzoic acid	21	Milk and alabaster glass	100
Tartar emetic	120	Calfskins, green and dry	1,700

Increase of exports from Germany to the United States—Continued.

	Tons.		Tons.
Hides of cattle, salted	1,700	Chicory, ground	210
Sheep and goat skins, raw	500	Dextrin	800
Carpenter wares, rough	140	Potato starch	500
Goods of animal material, carved	170	Cellulose	200
Hops	120	Colored gold and silver paper	260
Machinery, cast	1,200	Paper goods	100
Machinery, wrought iron	440	Ribbons, half silk	80
Caoutchouc and gutta-percha	2,200	Lithographic stones	300
Brass and tomback	177	Coke	6,400
Toys	800	Ozocerite	400
Glove leather	130	Earthenware, painted	200
Fine leather goods	230	Tableware, more than one color	600
Table and bed cloths material	220	Fine porcelain	110
Chromo-lithographs	120	Passamenterie goods, woolen	50
Beer in barrels	400	Woolen textile goods	200
Wine	200		

Decrease of exports from Germany to the United States.

	Metric tons.		Metric tons.
Passementerie goods, cotton	70	Table glass, cut	670
Ultramarine	160	Artificial flowers	170
Oxalic acid	100	Raw sugar	30,000
Chloride of lime	1,500	Refined sugar	3,400
Aniline oil	700	Animal waste and waste fats	1,100
Chlorate of potash	2,200	Textile goods, woolen, not printed	500
Zinc white	600		
Abraum salts	15,000		

The declared value of exports from the consular district of Frankfort and the 16 consulates under its jurisdiction during the fiscal year ended June 30, 1900, compared with the preceding fiscal year, was as follows:

Consulates.	Year ended June 30—	
	1899.	1900.
Frankfort-on-the-Main	$5,510,879.89	$6,931,408.87
Aix-la-Chapelle	1,199,883.66	1,241,550.69
Bamberg	500,124.46	642,856.89
Barmen	4,857,322.04	5,075,624.59
Coburg	2,548,956.10	2,916,200.67
Cologne	1,733,021.42	2,067,461.20
Crefeld	2,065,027.21	2,846,165.17
Düsseldorf	811,688.48	1,137,791.33
Freiburg	1,027,675.00	1,272,040.55
Kehl	1,740,882.32	2,012,983.13
Mainz	2,309,478.05	1,872,749.48
Mannheim	3,643,298.60	4,786,621.97
Munich	717,923.03	744,777.80
Nuremberg	2,474,525.60	3,751,261.55
Solingen	1,319,490.63	1,416,751.34
Stuttgart	913,478.02	905,418.60
Weimar	701,049.86	925,631.42
Total	34,074,702.37	40,497,495.25
Increase, 1900		6,422,792.88

Our exports to Germany also show a large gain. During the nine months ended March, 1900, the total was $142,681,489 against $123,222,617 in the corresponding months of last year, making a gain of $19,558,827, a larger increase than in our exports to any other country. The detailed statement of our exports to Germany in these nine months shows an increase in cotton, corn, flour, fruits and nuts, cotton and oil, seed, tobacco, manufactured and unmanufactured; coal, copper, illuminating oil, agricultural and scientific instruments, clocks and watches, builders' hardware, sewing machines, boots and shoes, and numerous other articles; while the chief reductions are in provitions, wheat, live animals, hides and skins, typewriters, sole leather, oil cake, and lumber.

The following table shows the total exports from the United States to Germany, in the nine months of each year from 1895 to 1900:

1895	$72,894,650
1896	78,051,114
1897	98,002,192
1898	118,981,506
1899	123,222,617
1900	142,781,489

The principal articles of export from the United States to Germany, for the nine months ended March, 1899 and 1900, were as follows:

Articles.	1899.		1900.	
	Quantity.	Value.	Quantity.	Value.
Agricultural implements		$586,664		$1,391,064
Horses ....number..	4,826	682,965	2,706	407,905
Corn ....bushels..	24,128,160	9,521,672	35,878,761	14,191,096
Wheat ....do....	9,481,141	7,041,672	7,112,631	5,128,266
Wheat flour ....barrels..	362,127	1,468,067	446,315	1,740,680
Cars, carriages, passengers		73,972		201,056
Cycles and parts of		792,290		322,959
Clocks and watches		10,589		32,922
Coal and coke ....tons..	27	158	2,125	6,393
Copper ....pounds..	32,792,259	4,165,095	46,443,241	7,809,317
Cotton, raw ....do....	777,887,620	42,131,529	671,188,646	50,682,216
Fertilizers ....tons..	178,325	1,660,830	193,203	1,799,100
Fruits and nuts		847,604		1,940,834
Furs and fur skins		368,429		567,222
Hides and skins		330,990		208,318
Instruments for scientific purposes		284,072		368,834
Hardware, saws, and tools		593,994		839,705
Sewing machines, and parts of		496,722		735,312
Typewriting machines, and parts of		356,709		305,023
Leather, sole ....pounds..	266,966	58,841	138,369	80,074
Leather, other		702,295		728,098
Boots and shoes		64,160		75,021
Rosin, tar, turpentine, and pitch ....barrels..	430,543	568,967	416,610	627,289
Turpentine spirits ....gallons..	1,778,993	564,989	1,628,640	747,632
Oil cake and oil-cake meals ....pounds..	355,725,784	3,059,129	311,789,073	2,994,090
Mineral oils, refined ....gallons..	92,168,451	4,678,177	103,130,516	7,221,531
Cotton-seed oil ....do....	2,699,727	679,682	3,305,234	988,598
Paraffin ....do....	17,101,777	685,216	21,687,008	954,900
Beef, canned ....pounds..	2,982,861	262,765	2,323,643	212,582
Meats, salted, pickled, or cured ....do....	4,783,567	261,038	4,349,507	243,825
Tallow ....do....	13,555,672	530,524	8,308,161	399,217
Bacon ....do....	29,350,951	2,043,695	21,863,784	1,573,884
Hams ....do....	8,483,158	778,875	3,113,338	298,770
Pork, fresh and salted ....do....	10,910,688	584,972	9,604,242	575,536
Lard ....do....	185,846,386	11,049,696	159,577,733	9,837,132
Oleomargarine ....do....	22,646,650	1,494,593	19,664,136	1,564,093
Butter ....do....	776,320	112,024	374,107	60,461
Seeds		798,450		1,558,722
Tobacco, unmanufactured ....pounds..	40,294,079	3,239,381	46,098,850	4,122,514
Unmanufactured wood		834,567		1,171,685
Lumber ....M feet..	34,395	761,204	33,827	732,941
Furniture		133,538		115,415

The chief articles of export from Germany to the United States for the nine months ended March, 1899 and 1900, were as follows:

Articles.	Nine months ending March—	
	1899.	1900.
Books, free	$422,497	$431,601
Books, dutiable	182,267	179,130
Cement	1,057,532	1,272,742
Coffee	93,963	172,629
Cloths, cotton	445,063	427,704
Other manufactures of cotton	6,244,785	6,099,804
Earthen stone and china ware	1,725,487	2,165,759
Furs and fur skins, undressed	1,046,191	1,282,707
Furs and manufactures of furs	707,341	809,288
Hides and skins	2,214,132	4,080,733
India rubber, crude	775,927	711,371
Jewelry and precious stones	662,990	729,905
Gloves, leather	2,001,411	2,249,844
Paper stock, crude	456,680	571,511
Paper, and manufactures of	1,299,782	1,746,039
Provisions, meat and dairy products	341,607	451,929
Silk, and manufactures of	3,454,844	4,002,174
Spirits	37,050	70,252
Sugar	11,354,036	9,564,690
Toys	1,673,985	2,022,761
Wines	629,767	748,765
Wood pulp	30,068	233,464
Wool, hair of the goat, etc	51,580	1,648,916
Cloths of wool	659,292	837,201
Dress goods of wool, etc	1,443,331	923,557

The total value of German exports to the United States for the nine months ended March, 1899 and 1900, were: 1899, $63,944,630; 1900, $74,882,592; an increase of 17 per cent. German imports from the United States for the same period increased 15 per cent.

Germany has, therefore, no reason "to view the increased importations from the United States with alarm," as is so frequently stated in the German press. The figures show that the exports to the United States from Germany have increased more than imports from the United States, especially when it is considered that the increase of imports during the nine months under review, compared with the corresponding nine months of the previous year, is $19,558,872, and that nearly two-thirds of this sum, $12,194,909, is in cotton ($8,550,687) and raw copper ($3,644,222), both of which articles are imported to be manufactured into finished articles of commerce, which find their way to many countries. Germany purchases largely in our markets in order to supply herself with the materials for increasing her own prominence as a manufacturing nation. There would be no advantage for Germany in seeking to cut down American imports by imposing higher tariff rates, as some Germans have proposed. Such a course would be more harmful to Germany than to the United States. Eighty-five per cent of the United States exports to Germany consists of raw materials. Of the $142,781,489 of imports into Germany during the nine months ended March, 1900, cotton, corn, copper, wheat, provisions, oil cake, petroleum, and unmanufactured tobacco, alone amounted to $106,914,887. On the other hand, 85 per cent of the German exports to the United States are high-grade manufactures.

Statistics show that Germany exported to different foreign countries in 1899 of manufactures of copper, $14,000,000; of manufactures of cotton, $43,000,000. These sums include pay for hundreds of thousands of German artisans. If the United States had not supplied the raw materials, copper and cotton, many German hands would have been idle.

Schmoller's Yearbook for Political Economy, Legislation, and Administration for 1900 recently contained an article, "Russian cereals," by Martin Bürgel, which is nothing less than a deliberate attempt to create a prejudice against everything American. Bürgel attempts to show that the commerce of Germany with the United States is constantly decreasing, that no increase of exports to the United States can be hoped for, and that Germany will have to protect herself against the imports of American industrial articles more than ever before. He states:

> The United States violates commercial treaties, and is not only lost to us as a remunerative market, but appears as our competitor in all the markets of the world, and finally floods Germany with her agricultural implements and industrial products. To assist the Americans in their efforts is like cutting into our own flesh.

The facts show that during the nine months under review, Germany imported American agricultural implements and other industrial manufactures, compared with the corresponding nine months of 1899, as follows:

Articles.	1899.	1900.	Increase (+) or decrease (−).
Agricultural implements	$536,664	$1,891,064	+$854,400
Carriages, cars (passenger and freight)	73,972	201,056	+ 127,084
Cycles, and parts of	792,290	322,959	− 469,331
Clocks and watches	10,589	82,922	+ 22,333
Instruments for scientific purposes	284,072	368,834	+ 84,762
Hardware, saws, and tools	593,994	839,705	+ 245,711
Sewing machines	496,722	735,312	+ 238,590
Typewriting machines	356,709	305,023	− 51,686
Sole leather	53,841	30,074	− 23,767
Boots and shoes	64,160	75,021	+ 10,861
Canned beef	262,765	212,532	− 50,233
Meats (salted, pickled, and cured)	261,038	243,325	− 17,713
Bacon	2,043,695	1,573,884	− 469,811
Hams	778,875	298,770	− 480,105
Oleomargarine	1,494,593	1,564,093	+ 69,500
Butter	112,024	60,461	− 51,563
Lumber (sawed)	761,204	732,941	− 28,263
Furniture	133,538	115,415	− 18,123
Flour	1,740,680	1,463,067	+ 277,613
Increase			1,930,854
Decrease			1,660,595
Net increase in manufactured articles			170,257

The increase or decrease of raw materials exported from Germany to the United States for the same nine months was:

Articles.	1899.	1900.	Increase (+) or decrease (−).
Coffee	$93,963	$172,629	+ $78,666
Hides and skins	2,214,132	4,080,733	+1,866,601
India rubber (crude)	775,927	711,371	− 64,556
Wool, hair of goat, etc	51,580	1,648,916	+ 597,336
Furs and fur	1,046,191	1.282,707	+ 236,516
Increase			2,779,119
Decrease			64,556
Net increase of German exports in raw materials			2,714,503

As the increase of all German exports to the United States during said period amounted to $10,887,962, the net increase on highly finished manufactured goods was $8,173,459, against $170,259 on highly manufactured articles imported into Germany from the United States.

Still, Mr. Bürgel and many German newspapers, associations of manufacturers, and almost every agrarian are unhappy, and view "the threatening industrial invasion of the United States and the decadence of German exports to the United States, with the greatest uneasiness and alarm."

The increase of $854,400 in agricultural implements imported is mainly due to the alarming lack of farm laborers. The unprecedented industrial development of Germany has deprived the agricultural districts of farm help; the young men from the rural districts prefer to go to the cities and find employment in factories. The agents of American manufacturers of agricultural implements are canvassing the rural districts; they exhibit their machines at all the agricultural fairs, and the German farmers find it to their great benefit to buy them, especially as the superiority of our implements is apparent; thus, instead of injuring Germany, America comes to her rescue in this difficulty caused by the scarcity of farm labor.

To counteract the dangerous consequences of such statements, it is declared on reliable authority that the German merchants will make systematic efforts to foster amicable commercial relations between the two great countries, a disturbance of which would injure both without a corresponding gain, and Germany much more than the United States.

PRICES.

Average prices, wholesale, of staple articles in 1899 and previous years.[1]

[1 ton=2,200 pounds; 1 kilo=2¼ pounds; 100 kilos=220 pounds.]

Articles.	1893.		1895.		1897.		1899.	
	Marks.	United States currency.	Marks.	United States currency.	Marks.	United States currency.	Marks.	United States currency.
Wheat ....per ton..	138.24	$32.90	156.17	$37.16	175.68	$41.80	160.87	$38.28
Rye ....do....	113.65	27.04	118.68	28.24	146.15	34.78	144.15	34.31
Barley....do....	145.45	34.61	147.73	35.15	159.79	38.00	156.22	37.18
Corn....do....	104.08	24.77	87.91	20.92	104.92	24.97	97.91	23.30
Oats....do....	136.26	32.43	129.60	30.84	162.34	38.63	158.66	37.76
Potatoes....do....	27.56	6.56	28.34	6.74	32.89	7.83	32.74	7.79
Flour, wheat ....do....	19.90	4.73	22.28	5.30	24.33	5.79	22.67	5.39
Flour, rye....do....	17.02	4.05	17.93	4.26	22.37	5.32	21.17	5.04
Butter....do....	185.80	44.22	180.10	41.86	185.00	44.00	196.44	46.75
Sugar, raw....do....	24.80	5.90	23.91	5.69	21.92	5.22	22.27	5.30
Sugar, refined ....do....	50.80	12.09	50.08	11.92	50.05	11.91	50.17	11.94
Molasses....do....	3.25	.77	2.14	.51	4.63	1.10	4.98	1.19
Coffee ....do....	195.93	46.63	169.58	40.34	106.50	25.35	99.87	23.76
Rice....do....	16.36	3.89	15.85	3.77	19.58	4.66	19.10	4.54
Pepper ....do....	57.46	13.67	46.83	11.14	91.45	21.76	106.05	25.23
Lard....do....	79.36	18.88	51.05	12.15	56.75	13.50	57.42	13.66
Tobacco, leaf ....do....	83.09	19.77	73.05	17.38	79.37	18.89	78.83	18.76
Cotton....do....	68.58	16.32	77.08	18.34	55.45	13.19	63.38	15.08
Wool ....do....	278.22	66.21	282.06	67.13	299.50	71.28	312.90	74.47
Hemp ....do....	44.77	10.65	48.29	11.49	51.50	12.26	53.14	12.64
Silk, raw ....per kilo..	36.73	8.74	37.55	8.93	38.67	9.20	46.62	11.09
Cotton yarn ....do....	22.90	5.45	24.10	5.73	20.30	4.83	21.60	5.14
Calico ....per 1 meter..	19.50	4.64	20.10	4.78	16.70	3.79	51.80	12.32
Hides and skins....per 100 kilos..	150.79	35.88	155.22	36.94	160.00	38.00	181.21	43.13
Lead ....do....	19.83	4.72	23.00	5.47	27.17	6.46	30.97	7.37
Copper ....do....	88.14	20.96	102.70	24.44	121.37	28.78	156.46	37.24
Zinc....do....	31.40	7.47	33.09	7.87	48.47	11.53	50.39	11.99
Tin ....do....	149.32	35.54	126.67	30.14	172.62	41.08	253.20	60.26
Pig iron, German ....per ton..	50.06	11.91	56.16	13.36	60.09	14.30	89.06	21.19
Petroleum....per 100 kilos..	15.60	3.71	17.96	4.27	18.81	4.47	20.94	4.98

[1] Compiled from publications of the Imperial German Statistical Office.

RICHARD GUENTHER,
Consul-General.

FRANKFORT-ON-THE-MAIN, *July 23, 1900.*

GERMANY'S IMPORTS AND EXPORTS IN 1900.

The December number of the monthly statements of the foreign commerce of Germany, issued by the Imperial statistical bureau, is just out and gives the figures for the whole year of 1900.

According to this, the value of exports has increased in a much larger measure than that of the imports. The same was true in the previous year; but also as to quantity, the exports have increased more than the imports. For the last six years the imports and exports (in tons of 2,204 pounds) were as follows:

Year.	Imports.	Exports.
1900	45,926,158.7	32,682,409.1
1899	44,652,288.2	30,403,226.3
1898	42,729,838.8	30,094,318.3
1897	40,162,316.9	28,019,948.6
1896	36,410,257	25,719,875.6
1895	32,536,975.6	23,829,658.3

The imports during this period increased 13,300,000 tons; the exports 8,800,000.

Compared with 1899, the increase of imports amounted to 1,270,000 tons, with 1898 to 3,190,000 tons; the increase of the exports of 1900 was 2,270,000 tons over 1899 and 2,580,000 tons over 1898.

In value, the imports and exports in the last three years were as follows:

Year.	Imports.		Exports.	
	Marks.	United States currency.	Marks.	United States currency.
1900	5,833,312,000	$1,388,328,256	4,555,291,000	$1,084,159,258
1899	5,783,628,000	1,376,503,464	4,368,409,000	1,039,681,342
1898	5,439,676,000	1,294,637,888	4,010,565,000	954,514,470

The increase in value of the imports in the last six years amounts to 1,587,200,000 marks ($377,753,600); that of the exports to 1,131,220,000 marks ($269,230,360). The imports in 1900 increased only 49,680,000 marks ($11,823,840) over 1899, while the exports increased 137,200,000 marks ($32,653,600), so that the excess of exports over imports in 1900 was 87,500,000 marks ($20,825,000) against 13,890,000 marks ($3,305,820) in 1898, while in former years the imports exceeded the exports in value.

A still better showing in favor of the exports is made if the precious metals are deducted. The excess of imports in 1900 over 1899 is then 73,960,000 marks ($17,602,480), and of exports, 207,280,000 marks ($49,332,640).

The proportion between the amount in tons and that of the value indicates that in 1900 more low-priced raw materials were imported into Germany, while more high-priced manufactured and finished articles were exported to foreign countries.

The imports of the following articles deserve special attention:

Articles.	1900.	1899.	1898.
	Tons.	*Tons.*	*Tons.*
Cotton, and goods of	385,261.2	394,311.8	420,596
Drugs and pharmaceutical articles	1,144,532	1,285,080.1	1,412,608.8
Iron, and goods of	983,112	839,839.2	523,807.5
Earths, ores, and precious metals	7,628,892.1	7,356,870.1	6,151,741.2
Cereals	6,538,114.7	6,645,660.5	7,172,164.1
Silks, and goods of	6,446.5	7,128.4	6,675.8
Coal and coke	16,064,817	15,436,943.7	14,723,897.6
Wool, and goods of	196,630.4	244,141.7	234,351.9

The value of the imports of cotton and cotton goods has increased 88,000,000 marks ($20,944,000) over 1899, notwithstanding the amount shows a decrease.

The value of wool and woolen goods has decreased 149,000,000 marks ($35,462,000) compared with 1899, mainly on account of the lower price of wool in 1900.

Silk, and goods of, show a decrease of about 23,000,000 marks ($5,474,000), and linen and linen goods, 2,000,000 marks ($476,000).

The imports of iron and iron goods have increased 14,000,000 marks ($3,332,000) in value, of which 7,500,000 marks ($1,785,000) is in pig iron.

The value of coal imports increased 33,000,000 marks ($785,400); hides and skins 34,000,000 marks ($8,092,000); copper, and goods of, 21,000,000 marks ($4,998,000); animals, and products of, 7,000,000 marks ($1,666,000).

With the exception of drugs, clothing, leather and leather goods, silk and woolen goods, almost all exports have maintained the values of the previous year and many show a considerable increase.

Germany has every reason to be satisfied with the commercial results of 1900.

RICHARD GUENTHER,
Consul-General.

FRANKFORT-ON-THE-MAIN, *February 1, 1901.*

GERMAN OPINION OF ECONOMICAL AND INDUSTRIAL CONDITIONS IN THE UNITED STATES.

The annual report for 1900 of the association of merchants and industrial classes of Berlin is a volume of more than 600 pages. Frequent comments on American industries and conditions are contained therein, and 20 consecutive pages are devoted entirely to American economic affairs. In the introduction of the volume, it is said that the "horrid apparition" of American competition "in the iron industry of Europe had a detrimental effect on the European stock exchanges."

With reference to the new meat-inspection law, it is noted that the importation of corned beef and tongues was prohibited after October 1, 1900. Efforts were made in the meantime to supply the German market with enough of these "favorite and cheap" articles to last for a long time; but the attempts were in the main futile, because American manufacturers were busy supplying the navies of the European countries for the Chinese expeditions.

The following statement is made of imports in 1899 from the United States of the kinds of meat the entrance of which is prohibited:

	Tons (2,205 lbs.).
Beef	1,577
Pork	6,765
Ham	3,092
Sausages	3,576
Canned meats	2,538

The total value was $3,894,524.

The opinion is expressed that the demand for American lumber will increase slowly but surely; that there is a strong demand for the better grades. The following extracts are taken from the report:

> America, i. e., the United States, stands at the head of the iron industry. In her large deposits of excellent coal, her very low prices for coke, and not the least in her model industrial organizations whereby labor is saved, she possesses advantages which enable her to produce pig iron more cheaply than is possible elsewhere. To this must be added the exceedingly low prices for transportation in the United States. It is therefore no wonder that the eyes of Europe are turned to the United States with the anxious query whether systematic American competition must now be looked for in the European iron market. This uneasy feeling exists in England, France, and Belgium, as well as in Germany.
>
> The importation of American tool machines of the ordinary sizes for general purposes seems to have decreased. It must be conceded that many of these types of machines could serve as models for manufacturers in Germany. While our factories do especially well in the making of heavy tool machines, they should adopt the construction of American "Universal" machines of medium and small dimensions, and pay the fullest attention to the progress in the field of American special machines. They may be sure that the German customer, if the same advantages are offered, will always prefer a German machine.

With reference to cast iron, the report states:

> Between the years 1870 and 1880, Great Britain occupied first place. In 1870, her proportion of the world's production exceeded 50 per cent; in 1880, it was only 43 per cent. In 1890, in consequence of the increase in the United States she had taken second place. Her proportion then was 29 per cent. She also occupied second place in 1899. This year, her proportion of the world's production is 23 per cent. For the United States, the proportion was 14 per cent in 1870, 21 per cent in 1880, 34 per cent in 1890, and 34 per cent in 1899. For Germany, the figures are 11 per cent in 1870, 15 per cent in 1880, 17 per cent in 1890, and 20 per cent in 1899.
>
> The production of these three countries increased in per cent as follows:

Countries.	1870–1880.	1880–1890.	1890–1899.
	Per cent.	*Per cent.*	*Per cent.*
United States	133	140	48
Great Britain	29	1.6	18
Germany	96	71	72

> Compared with 1870, the production in 1899 increased as follows:

	Per cent.
United States	718
Great Britain	56
Germany	477

A good deal of attention is paid to the German-American commercial treaties. The new commercial treaty which went into effect July 13, 1900, is pronounced a moral success; while the material benefits for Germany are not very considerable, yet it is appreciated as a mutual approach. The laying of the first direct cable between Germany and America is cited as another proof of friendly feeling. The debates in the Reichstag with reference to the meat-inspection bill are pronounced as less favorable to the furtherance of mutual commercial relations. The article continues:

> The notable increase of American exports in recent years is concurrent with the far-reaching revolution in economic conditions due to the growing system of trusts. Of the sum of $338,000,000, representing the value of exported articles of industry, three-fourths consisted of goods manufactured by trusts.
>
> The German exports to the United States remained in value about the same as in 1891, i. e., 1890–91, $97,316,383; 1899–1900, $97,330,095.
>
> The exports of the United States to Germany, however, show an increase of fully 100 per cent, viz, 1890–91, $92,795,456; 1899–1900, $187,370,199.
>
> The United States exported to Germany principally products of the soil and of the animal industry, of the machinery and iron industries, while it imports from Germany principally raw sugar, products of the textile, chemical, and some other industries.
>
> German exports of the following articles to the United States have in late years steadily and considerably increased: Waste of leather manufactures, fine brushmakers' goods, cyanide of potassium, aniline and other coal tar goods, indigo, sulphate of potash, Roman cement, hides and skins, ivory, caoutchouc and gutta-percha, fine leather goods, silk ribbons, half-silk ribbons, ribbons without metal threads, woolen passementerie, and button-makers' goods.
>
> The exports of the following articles, however, show a considerable decrease in recent years: Cotton passementeries and button-makers' goods, cotton laces and hosiery, clothing and millinery of wool and of cotton, woolen underwear, linen damask, shelled rice, raw sugar, loaf sugar, chocolate, fats of animals, and waste fats not specially enumerated, unprinted woolen cloth.
>
> The imports of the following American products have increased largely of late: Raw lead, iron and iron wares, wood and other carving materials, and articles of wood, instruments, machinery and vehicles, nickel, cotton-seed oil in barrels; also officially denaturized mineral lubricating oils; and of agricultural products: Malt, wheat, linseed, corn, clover seed, shelled barley, oatmeal flour, and tallow.
>
> The imports of the following American products have, however, decreased in 1899 as against 1898: Rye, oats, raw cotton, meats, lards, bicycles, horses, etc.

The chapter closes with the following statement, printed in italics:

> In general, it is shown that the German imports into the United States have the tendency to increase constantly, in spite of the technical development of American production, if they can remain undisturbed by the American tariff policy. From this, it is again clear how important for Germans is a commercial treaty which will bind the American tariff rates for a long time. On the other hand, Germany will be in a growing measure a purchaser for certain products of American industries, especially of specialties.

RICHARD GUENTHER, *Consul-General.*

FRANKFORT-ON-THE-MAIN, *January 11, 1901.*

FREIBURG.

During the past year, this city has undergone many changes, and is at present making rapid strides forward in every respect. Freiburg is a very conservative city, and although numbering about 60,000 inhabitants, does not yet possess a street railroad of any kind, the people depending on the old-fashioned omnibus for transportation. As there are many large and growing towns in its immediate vicinity, the need of more rapid transit has been greatly felt. Realizing this fact, the city government has finally made the necessary appropriations and given out all the contracts, and at the present writing tracks for an electric street-car line are being laid through the principal streets. Besides the electric street railroad, the city is to have an electric-light plant, which will also tend to modernize this beautiful place and materially strengthen its growth and development.

Among the many new buildings constructed here may be mentioned a freight depot of large size, an important addition to the post-office, several university buildings, and various structures to accommodate the artillery regiment lately stationed here.

UNIVERSITY.

The university, an institution of which the people are very proud, is also steadily growing in national importance. Two years ago, the city gave the students and faculty a great feast and celebration in honor of the fact that the number of matriculated students had that year reached 1,500; and the one thousand five hundredth student (who happened to be an American) received a suitable souvenir gift from the university, as well as one from the city—a beautiful inkstand from the former and a large ornamental beer mug, with proper inscription, from the city authorities.

Since that time, there has been an increase of about 300 students, and the city is planning another celebration when the number reaches 2,000. A new physical laboratory and lecture room are being built, and a new geological institution and university library are about completed.

Last summer, for the first time in the history of universities in Germany, women were admitted to full matriculation at the two universities in the Grand Duchy of Baden (Freiburg and Heidelberg), and about a dozen took advantage of this opportunity. This privilege means a great advancement in the cause and condition of woman in this country, but is at present considered simply as an experiment, not adopted by the other universities, and limited only to those women who have graduated from recognized higher institutions of learning for women in Germany or have taken the equivalent examinations.

LABOR AND PRICES.

The relations between employer and employee in this city and vicinity have been generally good, and there have been not many cases of forced idleness. Labor has been in demand, and wages seem to have been satisfactory, being for men from 2½ marks to 5 marks ($0.60 to $1.20) per day, and for women and boys proportionately less. I submit herewith a few facts concerning prices, etc., which may be of interest, although they pertain to the year 1899, those of 1900 as yet not having been published:

Wheat in 1899 ranged in price from 17.50 to 18.50 marks ($4.16 to $4.40) per 100 kilograms (200 pounds); rye from 14 to 15.50 marks ($3.33 to $3.69); barley from 15.50 to 17 marks ($3.69 to $4.05); corn (maize) from 14 to 17 marks ($3.33 to $4.05). This product (maize) is imported chiefly from the Argentine Confederation and from the United States.

Hay from 5 to 8 marks ($1.20 to $1.90); straw from 3.60 to 5 marks ($.085 to $1.20); potatoes from .60 to 1.20 marks per 20 liters, or approximately $0.14 to $0.28½ for 11/20 (eleven-twentieths) bushel.

The average prices for meats during 1899 were as follows: Beef, .65 to .75 mark per pound ($0.154 to $0.178); veal, .70 to .80 mark per pound ($0.166 to $0.19); lamb, .50 to .80 mark per pound ($0.12 to $0.19); pork, .60 to 1 mark per pound ($0.14 to $0.238.)

POSTAL AND RAILWAY STATISTICS.

The statistics further show that at the post-office of the city of Freiburg, during 1899, there were 9,979,287 pieces of mail matter sent and 6,636,370 pieces delivered. Packages sent numbered 376,312, and those received for delivery, 393,867. (To understand these figures, it must be remembered that in Germany, the post-office does the work of the express companies in America.) There were 253,693 money orders sent, valued at 16,494,205 marks ($3,925,619) and 342,123 delivered, representing 21,300,795 marks ($5,069,588).

There were 93,263 telegrams sent and 92,301 messages received for delivery. Telephone messages (not local) numbered 508,199 against 367,337 in 1898 and 275,801 in 1897.

At the Freiburg railroad station, the receipts amounted to 4,100,471 marks ($975,911). There were 1,319,198 tickets sold; also 14,194 kilometer books, each good for 1,000 kilometers, or about 621 miles. At the freight office, 102,885 tons of goods were forwarded and 245,088 tons received for delivery.

Of the various new railroads mentioned in my last year's report, several will unquestionably be opened to the public during the coming year, among them the extension of the Höllenthal road, from Neustadt to Donaueschingen, which completes the important line directly across the Black Forest. Several smaller railroads are also to be constructed in the near future in Alsace and among the Vosges Mountains.

METEOROLOGICAL.

An idea of the climate of Freiberg during the year 1899 may be obtained from the following table, showing the maximum and minimum of the thermometer and barometer for each month of the year:

Month.	Thermometer.				Barometer.			
	Maximum.		Minimum.		Maximum.		Minimum.	
	Celsius.	Fahrenheit.	Celsius.	Fahrenheit.	Millimeters.	Inches.	Millimeters.	Inches.
January	13.8	56.84	−4.0	24.8	747.0	29.409	714.6	28.113
February	19.5	67.10	−8.0	17.6	752.5	29.625	720.8	28.377
March	20.0	68.0	−7.6	18.32	752.2	29.614	723.2	28.472
April	20.8	69.44	−0.6	30.92	745.4	29.346	722.1	28.429
May	27.3	81.14	0.9	33.62	745.9	29.366	727.0	28.621
June	27.4	81.32	5.5	41.90	745.5	29.350	725.2	28.551
July	33.1	91.58	9.5	49.10	745.2	29.338	726.5	28.602
August	31.9	89.42	8.0	46.40	745.3	29.342	733.3	28.870
September	29.5	85.10	6.4	43.52	741.8	29.204	729.2	28.708
October	21.3	70.34	0.0	32.00	748.0	29.448	730.3	28.751
November	21.8	71.24	−3.2	26.24	750.6	29.551	733.7	28.885
December	14.8	58.64	−12.5	9.50	749.4	29.503	720.9	28.381

CROPS.

During the current year (1900), the crops have been very good, although hailstorms last summer did considerable damage in some sections. Fruits of all kinds were in great quantities, far exceeding the demand, and, in many cases, the farmers found that they had no storeroom large enough to accommodate their great harvest.

At Freiburg, there have been held throughout the fall, regularly twice a week, wholesale and retail fruit markets, and at several towns in Baden and Alsace agricultural fairs were held, which offered prizes for the largest and best fruits and vegetables.

INDUSTRIES.

In the Black Forest, which is a part of this consular district, there are many clock industries, and special schools or institutions for learning the art of clock making and of wood carving. This mountain district is especially noted for the manufacture of the very popular cuckoo clocks, the demand for which is greater than that for any other kind and at the present time far surpasses the supply which can be prepared for market.

The manufacturers have lately had some misunderstanding with the customs authorities of Russia, who, among other things, wanted to know what the manufacturers themselves would class under the designation "Black Forest clock." This controversy gave rise to the definition "einfache Wanduhren mit Gewichten und messingem Triebwerk in hölzernen Gestellen," or in other words, "plain wall clocks with weights and with brass works in wooden cases."

One of these manufacturers of clocks, in commenting on the labor question, expressed himself as follows:

> Although the earnings of the laboring class have been greatly increased during the past year, there nevertheless is a very perceptible lack of skilled and trained clock makers. The supply of common factory hands is fully equal to the demand.
>
> This is a great and ever increasing misfortune, the reason of which is to be found in the fact that the parents, as soon as the child has finished his school life, have him employed at the factory, where he earns wages immediately, instead of letting him be an apprentice for two years, earning only his board, but learning a trade. It of course would not be long before the skilled workman would earn double the amount of the young factory hand, who has learned nothing except how to attend to one certain machine. A skilled clock maker can obtain a good situation in any factory, and is never out of a job, while the factory hand realizes only too late what disadvantages he has to experience in life.

The exports from this district to the United States for the first nine months of this year amounted in value to $960,467.60, while for the like period in 1899, the amount was $725,225.85; for the twelve months of 1899, the total was $1,111,562.35, and, from the present outlook, the amount for 1900 will be about $1,500,000.

One of the chief industries in this district is the manufacture of textile fabrics, for which Mulhouse and Upper Alsace generally are noted. This industry has also been steadily increasing during the past year—although at the present time there seems to be a lull—and is one upon which many families depend for their support. Considerable quantities of textile fabrics are exported to America and England annually from these towns. For this purpose, special machinery, apparatus, storerooms, etc., have to be arranged, as the goods intended for these two countries must be prepared according to the yard system of measurement. Other countries use the metric system, which is in every respect so much more rational and simple that it is to be wondered at that Americans, who are known the world over as being the most practical people on earth, have not yet adopted it. Our merchants and business men could certainly greatly increase their export trade if they thoroughly understood and made use of a system of weights and measures known and employed, on account of its convenience and simplicity, in almost every civilized country.

Our scientists and scientific institutions have for many years recognized the value and importance of this international system, and under all circumstances make use of grams, millimeters, liters, etc. The tenacity with which we cling to the old system is all the more inexcusable because of the vast amount of time required at school to master its intricacies—time and effort that could and ought to be more profitably employed in the acquisition of other knowledge.

CENSUS.

As this was a census year, not only in the United States, but also in other countries, a few words concerning the census here might prove of interest. As is perhaps well known, Germany has a very perfect registration system, and every person who remains as much as three days within its boundaries is supposed, and obliged by law, to be registered at some town. While these records would easily enable the authorities to compute the number of inhabitants on any particular day agreed upon, yet the full particulars desired by a national census would not be known. This week, when the census was taken, a city officer went from house to house, leaving at each a blank form for the head of the household to fill out. This paper was called for on the following day by the same officer, who first carefully examined it to see if all the required facts had been entered. At the university, statistics pertaining to the students were desired, and notices were posted to the effect that students should call at the treasurer's office for the proper blank form and fill it out then and there. The questions pertained to the courses of study at this and other universities which the individual might have attended, the profession of the father, the military obligations, etc.

It will be seen that the responsibility of all required data is placed on the individual concerning whom the information is desired, and not on the census taker, if such he may be called, and if the party refuses to fill out the blank form by the time stated, the law can and will aid the authorities through fines and imprisonment.

E. THEOPHILUS LIEFELD, *Consul.*

FREIBURG, *December 31, 1900.*

GLAUCHAU.

The trade of Glauchau with the United States is decreasing. Comparing the figures for 1900 with those of 1899, I am confronted with the record of a decrease of exports from this district to the United States amounting to $195,309.02, the sum total for the year being $1,017,481.10. The most notable decline in exports is in the line of woolen dress goods. This is partly explained by the great fluctuation in the prices of yarn during the past year.

The vast strides which American manufacturers are making have had a most telling effect upon our imports. Not only does the volume of home-manufactured goods increase each year, but the standard of quality also advances. This, of course, tends to limit the exports from Saxony to only the very best grades and specialties, such as fine piece-dyed materials and high-novelty dress goods. There is reason, too, for this; domestic manufacturers have made rapid strides in weaving, dyeing, and finishing, and fashion has favored the class of materials that have been brought out by domestic mills. But there are other and more cogent reasons why imported goods will probably not again be so prominent a factor in American merchandising. The progress made by the American manufacturer is thought by many here to be due entirely to the protective tariff, but several of the largest manufacturers attribute this success to a combination of the whole trade, enabling all questions of commercial interest to be discussed and aid obtained from the legislative authorities. American progress in the manufacturing of textiles is remarkable. The best informed on the subject are of the unanimous opinion that not only has the American manufacturer adopted every machine, loom, or device known to manufacturers in foreign countries that could be used to advantage, but more than this, he has brought ingenuity and enterprise to bear against the slower thoroughness of the German. For example, the American manufacturers now employ the Rabbath spindle, which makes 10,000 revolutions per minute, and this alone has caused an estimated saving of over $100,000,000 since its adoption in 1870.

Each year records progress in America, to the German's regret, in increasing the output of mills without a relative increase in cost of production, and as no standard is considered too high, improvements are constantly noted in weaving, dyeing, and finishing goods, and, in fact, in every branch of the industry. There is no doubt that the American manufacturer spends more money than his competitors in Germany. This he does to protect himself and have the goods he makes as nearly perfect as possible. He meets the operatives of European mills, quietly gains information, and, in many instances, obtains the services of skilled German labor by offering a more lucrative employment in America.

Just at the present moment, in Saxony, there are rumors of unfavorable European conditions. Manufacturers are keeping their factories running on materials which, while excellent and really first class in every particular, still lack that quality known as novelty, which produces rapid sale at good prices in America. German manufacturers are almost on the verge of acknowledging defeat, and are ready and willing at this moment to take ideas from America. It is no idle flattery when I state that within the past year, American opinions have gained a tremendous ascendancy in German and in European circles generally. The once despised American manufacture, the once laughed at American ideas of dress, are now the thing, and this fact is realized by the German manufacturer. American women of wealth and position are positive in their ideas; American buyers are positive in their demands. The latter are recognized as the only positive people in the European markets. They know what they want to buy and insist upon getting it. They reject courageously the bizarre and fantastic productions of German manufacturers, and teach them how to make goods smart, effective, and neat. Lacking new style, German goods of the moment are not being eagerly sought for, hence exportations are likely to still further decrease.

The reversible cloths which are made in the United States have become an article of general use in Germany, are extensively copied, and are now the style in high-priced goods in the German capital. Germany intends to be progressive, and to hold her grip upon manufacturing interests in the market, now, as in the past. She is a nation of absolute thoroughness in everything. She will come to the front by emulating American ingenuity and enterprise, until her manufactures succeed in the American market.

During the last ten years especially, the number of technical schools in Germany has been increased. Every prominent printer of wool materials in Germany has a representative stationed in the art centers of Europe, and spares no expense in obtaining exclusive and "taking" designs for German dress goods. Germany has succeeded, and will continue to succeed, because she begins at the beginning in her modern work of regeneration. It is because of her marvelous method and the perseverance with which she has pursued for three generations the work of making her people a nation of experts, that she has gone so far and will go farther yet.

Geo. Sawter, *Consul.*

Glauchau, *October 1, 1900.*

HAMBURG.

LUMBER.

During the past year, business increased satisfactorily. The demand continued brisk and showed an upward tendency. Toward the end of the month of December, rates of freight and interest increased considerably, caused particularly by the South African war. A very severe and untimely winter stopped river navigation early; nevertheless, the market was not influenced. Six public auction sales were held at Hamburg during 1899. The goods offered were disposed of at favorable prices. Considering the circumstances, business has developed fairly in every direction.

Supplies of American dogwood and persimmon are scarce, and it seems that the demand for these kinds is not as lively as it used to be, owing to the easy decay and small value of persimmon and the comparatively small dimensions of dogwood.

Shipments of American oak wood in logs show a further increase; but the stocks on hand at the end of last year were mostly of inferior quality, and there was some difficulty in disposing of the same favorably. It would be advisable not to ship unseasoned green wood, because of the danger of deterioration.

	Quantity.	Value.
Logs (1/100):		
Stocks, Dec. 31, 1898	63	$11,859
Imports, 1899	2,635	338,490
	2,698	350,349
Stocks, Dec. 31, 1899	1,283	163,368
Sales, 1899	1,415	186,981
Planks and boards (1/100):		
Stocks, Dec. 31, 1898	17,940	35,080
Imports, 1899	290,666	721,140
	308,606	756,220
Stocks, Dec. 31, 1899	28,516	77,000
Sales, 1899	280,090	679,220
Squares and parquet strips (cubic meters):		
Stocks, Dec. 31, 1898	320	....
Imports, 1899	339	....
	659	....
Stocks, Dec. 31, 1899	65	....
Sales, 1899	594	....

Business in walnut has been very lively. Most of the shipments were sold immediately or soon after arrival, so that only small quantities and inferior qualities were put up at auction. The sales of logs amounted to 27,664, against 27,652 in 1898. Of planks and boards, 554,405 were sold in 1899, against 539,544 in 1898, and of squares, the sales amounted to 1,111,200, against 1,302,785 in 1898.

Of American poplar and whitewood, the imports were inconsiderable at the beginning of 1899, because of the difficulties of transportation in the United States, but in the course of the year, showed a marked increase. Good qualities were sold at favorable prices. Samples of similar kinds—cottonwood, magnolia, and canary—were brought into the market; but it can not be said whether this was successful or not. The sales amounted to 4,759 logs and 184,037 boards, against 2,884 logs and 119,580 boards in 1898.

LARD.

Business in this article is increasing considerably, and it is apparent that the consumers in Germany prefer the American product to that of their own country. The demand is chiefly for American refined lard, much to the disadvantage of domestic refineries, one of which, not long ago, was compelled to liquidate.

TOBACCO.

Returns of imports.

	1899.	1898.
	Packages.	*Packages.*
Habana	11,000	4,200
Yara and Guiza	2,000	....
Cuba	1,500	....
Domingo	116,000	157,000
Porto Rico	8,000	22,000
Varinas	1,400	1,600
Colombia	11,400	26,000
Cumana, etc	100	1,500
Brazil	59,000	215,000
Rio Grande	34,000	4,200
Paraguay	3,100	2,000
Mexico	9,300	24,000
Java and Sumatra	32,000	28,400
Esmeralda	100	1,700
Seed leaf	700	2,000
Kentucky, Virginia, and Ohio, etc	5,100	5,200

Total imports during the last six years.	Packages.
1899	315,000
1898	517,000
1897	298,500
1896	241,000
1895	274,000
1894	291,000

The foregoing statistics show that the imports of tobacco in 1899 were considerably below those of the foregoing year, partly caused by bad crops, particularly of the chief kinds. Habana qualities were not satisfactory, notwithstanding there was a brisk demand and most shipments could be disposed of. Yara tobaccos were sold at full prices. Other Cuban tobaccos, however, although giving full satisfaction as far as quality was concerned, could not be sold as easily, the prices having been too high. The imports from Porto Rico consisted chiefly of inferior grades, and only low prices were obtained.

BUTTER.

Business in this article was somewhat dull, owing to the extraordinarily high prices in the United States and Canada. In the beginning of June, 1899, the prices for fresh grass dairy butter were 65 to 70 shillings ($15.82 to $17.03) c. i. f., and they increased rapidly to 85 to 90 shillings ($20.86 to $21.90). As most buyers hesitated in placing their orders in due time, expecting a decrease in the prices, there was, of course, disappointment, and business suffered considerably. Of fresh farm butter in tierces, only small shipments arrived, which being of good quality, could be disposed of satisfactorily.

GRAIN.

Transactions were rather quiet and the fluctuations of prices comparatively insignificant. Only in North American mixed maize was considerable business done.

Imports of wheat, especially North American hard winter wheat, were considerable and regular.

Imports of rye from foreign countries show a decrease, the reason undoubtedly being that German distilleries, by which foreign rye was formerly consumed, now use corn as a substitute.

Imports of barley for brewing purposes from California, etc., were inconsiderable. On the other hand, large shipments of barley for cattle feed arrived from the United States, although the quality was inferior to that of former imports.

Shipments of Indian corn from the United States are still increasing, although the qualities are frequently not quite up to the standard. Some of the shipments arrived here in a very poor condition; nevertheless, the importers did not sustain great losses. As the steamers plying between the United States and Germany require large cargoes to fill up their holds, the steamship companies gladly transport corn at comparatively moderate rates of freight, thereby enabling this article to be sold in Germany at low figures. Corn was sold at 75 marks ($17.85) at the end of last year, whereas formerly a price of 90 marks ($21.42) was paid therefor.

The shipments of oats from the United States were not as heavy as in former years, the German crop having been very satisfactory, and its quality better than that of American or Russian oats.

PHOSPHATE.

The prices for this article at the end of last year were as follows:

	Per cent.	Price.	
		English currency.	United States currency.
		d. *s.* *d.*	*Cents.*
Florida rock	76 to 80	8¾ to 0 9	17.7 to 18
Florida land pebble	68 to 70	7¼ to 1 8	14.6 to 40
Florida Peace River	58 to 68	7¼ to 1 8	14.6 to 40
Tennessee	78 to 80	7¼	14.6
Algiers	63 to 70	7¾	15.7
Do	63 to 70	7⅛	14.2

The qualities suitable for the German market are chiefly Algiers and Florida phosphate of high percentage. Business was quite lively, and it is apparent that the prices will not fluctuate much. A decrease of prices is not expected, for the reason that freight rates are still high.

COAL.

The trials made in Europe with coal imported from the United States turned out satisfactorily. Considerable shipments have been made to Mediterranean ports, and in the future, American coal will probably enter the German market, if freight rates low enough are obtained.

COTTON.

Returns of imports.

	1899.	1898.
United States:	*Bales.*	*Bales.*
Direct	166,229	176,149
Indirect	34,943	34,416
Brazil: Direct	....	38
Venezuela:		
Direct	510	1,280
Indirect	....	5
Peru:		
Direct	3,600	853
Indirect	180	....
Africa: Direct	....	1
Egypt, etc.: Direct	18,815	21,519
Pacific Ocean: Direct	574	....
East India:		
Direct	197,386	183,654
Indirect	5,275	6,572
Unknown:		
Via England	14,599	13,552
From Continent	7,831	7,153
Total	449,392	445,192

Stocks, December 31, 1899:	*Bales.*
North American	9,000
East Indian	7,800
Miscellaneous	1,000
Total	17,800

HUGH PITCAIRN, *Consul.*

HAMBURG, *November 1, 1900.*

KEHL.

The exports from this district for the year ended June 30, 1900, were $2,012,937, against $1,740,882 in the previous year; but the exports in the last two quarters fell off materially on account of the great decrease in leather and hides.

In regard to imports of the products of the United States into this district, there is no means of obtaining information. Very little is brought directly to this market, the greater portion being purchased in Hamburg, Bremen, and other distributing centers. If any information could be obtained, it would be through the Handelskammers, and they would be loath to impart it. The harbors of Strassburg and Kehl, which were expected to be opened this year, are still unfinished, and can hardly be completed this season. With the, at times, comparatively small amount of water in the Rhine, and the rapidity of current and continual changing of the channel, there seems to be some doubt, even when they are finished, if they will be of much advantage to the district until the navigation of the Upper Rhine has been improved.

In all parts of Germany, the prices of many articles, especially meats, coal, and iron building materials, have greatly advanced—the latter to such an extent that this spring hardly any new building operations were commenced, and only those already contracted for continued. There is little doubt that the sale of United States products in certain lines, especially shoes, manufactures of cottons (particularly women's moderate-priced underwear, stockings, etc.), tools, and woodenware generally, could be largely increased, but it can not be done by sending circulars printed in English, with English weights and prices. It can be accomplished only by sending persons here speaking German and French, thoroughly acquainted with the merits of their goods, and prepared to meet the wishes of the merchants with regard to credits, terms of purchase, etc.

A. WOOD, *Consul.*

KEHL, *October 10, 1900.*

LEIPZIG.

The general trade conditions of this section have not been as good during the past year as they were in the preceding one. Bank stocks, as well as all kinds of industrials, have fallen enormously in price since January 1, owing largely to the unfavorable political outlook in China and South Africa The loss of exports occasioned by the wars in South Africa and China; the grave question as to whether the German industries will be able to continue in the same degree of prosperity as they have during the past few years; the decrease in the price of iron, and the unsatisfactory condition of the coal trade cause no little anxiety to those engaged in commerce and industries in this section.

Money commands a higher rate of interest to-day than it did a year ago, and all banking institutions are more conservative in making loans.

The check book is becoming more popular in Germany from year to year. Bankers as well as depositors appreciate the practicability of the banking methods which have been so long in vogue in England and America. Only a few years ago, there were but few firms in this city who would receipt bills for which checks were presented in payment, and even now some of the smaller shops refuse to do so.

Not only in this section, but in every part of Europe, the increase in population and the introduction of machinery and tools have made it necessary for labor to combine in order to protect itself. Many economists, as well as capitalists and laboring men, have become convinced that organizations and combinations are the legitimate outcome of trade. In order to protect themselves, the laboring men have had to form cooperative bodies and the springing up of new factories has compelled manufacturers to combine in order to save themselves from ruin.

The tendency in this section is for the harmonizing of capital and labor. Factories and mills, which were formerly owned and controlled by one or two men, have become stock companies, all the employees, from the president down to the apprentice, receiving fixed salaries. It is the idea of many factories to have their workmen take an interest in the work. A good way of accomplishing this (as has already been proved by several companies) is to allow each workman to participate in the profits of the business over and above a certain per cent. For instance, after a firm has paid its stockholders or owners a dividend of, say, 8 per cent or 10 per cent, all made above this amount is divided between the stockholders and the workmen. Each workman receives an interest, the size of which depends upon the profits of the company, the work which he performs, and, in many instances, the length of time he has been in the company's employ.

NEW FIRMS.

During the year ended June 30, 1900, 365 licenses were issued by the city officials to new firms to engage in business, which is an increase over the number issued the year before. As a rule, the firms or houses which have taken out licenses this year are better provided with funds for carrying on business than many that started in former years. Of course, there are not a few unimportant firms included in the above number.

FAILURES.

One hundred and thirty-four failures were reported to the city officials during the fiscal year ended June 30, 1900, or two less than in the previous year. Most were on the part of minor firms and did not involve large amounts. It seems to have been almost a general fault with Leipzig firms that they have attempted to do too much business for the size of their capital, preferring to discount their paper at the banks, where the rates of interest until recently were very moderate. The rise in the discount rates and the accumulation of unnegotiable paper has forced more than one house to liquidate. An assignment which was barely averted only a few weeks ago was that of Leipziger Wollkammerei Actien-Gesellschaft. This company has been engaged in the manufacture of tops and noils since 1872. It had a capital of 1,800,000 marks, upon which it has paid dividends as high as 47 per cent per annum. In 1898, the capital was increased to 4,200,000 marks ($1,000,000) by issuing 2,400,000 marks in new shares. In consequence of losses amounting to about 4,500,000 marks, the capital was reduced 1,400,000 marks at the beginning of this year. The company has reorganized with a capital of 4,200,000 marks—2,800,000 marks in 4 per cent preferred stock and 1,400,000 marks common stock. In order to wipe out the losses of the company, the board of directors and the managers donated 1,400,000 marks—the first time such a thing has been done in this section. Owing to keen competition and the small profits which have resulted from manufacturing tops and noils, the company was forced to speculate in raw wool. Its losses are due almost entirely to the fall of 50 per cent which raw wool prices have experienced during the past year.

POPULATION.

The estimated population of the city of Leipzig on the 1st of July, 1900, was 439,200, and on the 1st of July, 1899, 430,635.

The following table gives the number of births and deaths which occurred during the fiscal year ended June 30, 1900:

	Males.	Females.	Total.
Births	7,695	7,358	15,068
Stillbirths	312	233	545
Deaths	4,538	4,017	8,555
Suicides	102	43	145
Fatal accidents	80	39	119

CITY IMPROVEMENTS.

For a number of years past, efforts have been made by the city officials to induce the Prussian, Saxon, and Bavarian railroads to build a central station in this city and thus do away with the inconvenience and trouble to which the general public is subjected under the existing state of affairs, there being at present six railway stations. Proposals have been made to the railroad officials by the chamber of commerce and the city council, but up to the present time, a final decision has not been arrived at. It is believed, however, that the central station will be built within the next five years at a cost of from 50,000,000 to 70,000,000 marks.

The new city hall, which was commenced last year, is still in the course of construction. When completed, it will be one of the finest buildings of the kind in Germany. Its architect, Baurath Licht, received the gold medal for the plans at the Paris Exposition.

During the past year, many streets which were formerly paved with the cobblestones have been paved with asphalt; streets have been widened; several new parks have been laid out, and special attention has been given to the trees and shrubberies.

Experiments are at present being made with wood pavement. In case they prove successful, a good field for the importation of American wood will be opened up.

BUILDING.

Perhaps never before in the history of this city have so many buildings of all kinds been in the course of erection. From July 1, 1899, to July 1, 1900, 761 building permits were issued. Of these, 386 were for dwellings, of which about 95 per cent were for flats or apartment houses. In addition to these permits, a large number have been issued for the repairing and remodeling of old houses. The amount involved in the building operations which are now going on in this city can not be ascertained, but a most conservative estimate would place the sum at considerably more than $5,000,000.

INCOME TAX.

All persons, except students, who reside in Leipzig are compelled to pay an income tax, part of which is appropriated by the Saxon government and part by the city officials. The State income tax does not vary or fluctuate, but remains the same from year to year. The city tax, however, depends upon the amount of money required by the city officials to carry on the improvements and repairs contemplated, maintaining the schools, hospitals, etc. For the second half of this year, the city income tax is 10 per cent less than it was for the same period in 1899.

For many years past, it has been the custom for wealthy citizens to will a certain amount to be used in improving and beautifying the city.

EXPORTS.

It is impossible at this time to give the exports from the Leipzig district to all countries during the fiscal year ended June 30, 1900. The only way to get even some idea of what the exports have been is from the shippers themselves and from forwarding agents.

The shipments to Australia and Japan have very materially increased. Trade with India and Ceylon has been better than it was last year, and German east and west Africa, as well as Portuguese Africa, have bought in larger quantities in this market. The north African trade has remained about the same. England, France, and Spain have been good buyers, as usual. Portugal and Italy have purchased but little in this section, owing principally to the scarcity of money in those countries, the Leipzig merchants being loath to fill orders from them on unlimited time credit.

South America, Central America, and Mexico have been more liberal with their purchases in this vicinity than last year. The trade with other countries, although healthy, was about the same as it was during the preceding year.

IMPORTS.

It is not possible to approximate the value of the goods which find their way into this section of Germany. The value of every article imported into Germany is known, but just what quantities are used in the different consular districts is extremely difficult to ascertain.

The imports from Russia, South America, Africa, Bohemia, and Australia, most of which are raw products, have increased here. The products of England, too, seem to have been purchased in larger quantities than they were last year. As for imports from France, Spain, Portugal, Austria, and all other countries, no perceptible change has taken place.

TRADE WITH THE UNITED STATES.

The exports from this district to the United States have never been as large as during the fiscal year ended June 30, 1900. This is chiefly due to the enormous shipments of furs and skins, which amount to $2,889,109.31.

The following table gives the principal articles, and the value of each, exported from this consular district during the last two fiscal years:

	1899.	1900.
Books	$384,555.72	$432,360.33
Bristles	620,968.41	666,754.89
Chemicals, drugs, etc	213,504.87	235,898.21
Chromos and fancy paper	66,536.70	86,119.97
Essential oils	154,733.51	97,172.07
Fruit juice	9,340.93	11,149.33
Furs and skins	2,348,133.86	2,889,109.31
Hides		68,359.51
Leather gloves	9,714.51	13,943.36
Machinery and ironware	75,586.63	95,208.71
Musical instruments	19,637.50	15,979.50
Piano felt	22,045.10	51,879.47
Printed music	69,506.41	69,641.68
Scientific instruments	8,361.16	6,524.70
Seeds	65,010.02	68,768.72
Woolen and cotton goods	83,583.39	58,386.71
All other articles	56,912.26	47,125.91
Total	4,208,150.98	4,905,382.38
Increase		697,231.40

In 1899, the exports of hides were included in those of furs and skins.

Under the head of "All other articles" are included toys, india-rubber tubings, wafers, and household effects.

In the above figures for 1899, goods shipped to the Philippines, Hawaii, Cuba, and Porto Rico, worth about $30,000, are included. This is because, for some time during the year, invoices were required for all shipments to these islands of over $100 in value. This regulation was at first done away with and afterwards modified so as to include Porto Rico and Hawaii. In the table for 1900, a small amount is for shipments to Porto Rico, the total, however, being insignificant. The above table is for shipments of over $100 in value, for which invoices were required. It does not represent the total value of the goods shipped to the United States, as many small articles are sent of which no record can be kept. The small shipments consist for the most part of books, printed music, seeds, and scientific instruments.

BRISTLES.

Trade this year has improved slightly, as far as the American market is concerned. The trade in bristles, horsehair, and feathers is of great importance to Leipzig. At the semiannual "borstenmessen" (bristle fairs), in this city, goods valued at 25,000,000 marks ($5,950,000) change hands. Large stocks of horsehair and bristles are carried by the local dealers. The Imperial statistics show that the imports of these articles into Germany for the first quarter of 1900 amounted to 4,745.51 tons, valued at $3,464,804, against 4,581.82 tons, valued at $3,429,580, for the same period in 1899, an increase in weight of 163.69 tons, or 3.4 per cent, but an increase in value of only $35,224, or 1 per cent. Russia furnished about one-half and one-third, respectively, of the bristles and horsehair used in Germany.

The exports for the first quarter of 1900, according to the Imperial statistics, amounted to 1,446.66, tons, valued at $1,812,846, against 1,447.10 tons, valued at $1,826,174, for the same period in 1899, a decrease of 0.44 of a ton, valued at $13,328, or less than 1 per cent. Most of the bristles were exported to France, Great Britain, and the United States, the first two countries taking each a quarter of the entire export. The price of bristles has advanced and the indications are that the trade will be somewhat smaller than it was last year and the year before. Horsehair in large quantities has been imported into Germany as well as into Switzerland from the United States during the past year. There has been but little inquiry for human hair in this district.

CHROMOS AND FANCY PAPER.

The export of chromos and fancy paper to the United States has increased. The increase has been principally in novelties, as well as in the new and attractive designs in calendars, valentines, and Christmas cards, which have met with a ready sale in America. Leipzig is a great center for lithographic work. One of the largest lithographic companies in this city, formerly known as Wezel & Naumann, was made a stock company on the 1st of January, 1900. The name of the new company is "Kunstdruck & Verlagsanstalt Wezel & Naumann, Actien-Gessellschaft." Its capital is 2,000,000 marks ($476,000). It employs about 800 hands all the year round, and exports to almost every country. One of its great specialties is making picture postal cards, which it sells all over Germany, in addition to doing a good export business in them. Mr. Wezel, of the above-mentioned company, recently invented a press for printing lithographs. For speed, as well as fine work, this new press is said to possess many advantages.

The firm of B. Grosz, Leipzig, lithograph manufacturers, was also made a stock company on the 1st of January. Its name is "Kunstanstalt B. Grosz, Actien-Gesellschaft," and the capital stock is 1,000,000 marks ($238,000).

BOOK AND PAPER TRADE.

The increase in the shipment of books was owing to the demand for scientific works, which were chiefly purchased by educational institutions. Leipzig is a great center for books, there being over 5,600 firms represented in this city.

JAPANESE MARKET FOR PAPER.

The Japanese paper manufacturers can not begin to supply the home demand for paper. Mr. Sannosuki Nakai, of Kyoto, son of Soburobei Nakai, who is the largest paper importer and exporter in Japan, is now in Germany making paper contracts for his father's firm. He has already closed large contracts with several Austrian firms, and is about to do the same with German houses. Mr. Nakai is also negotiating for the importation of Japanese paper.

DRUGS AND CHEMICALS.

The export of drugs and chemicals to the United States, while considerably less than it was last year, is somewhat larger than in either 1897 or 1898. Quantities of drugs are exported from Leipzig to South America. In fact, all countries buy drugs in this market.

The drug firm of Fritz Schulz, was incorporated into a stock company on the 26th of June, 1900. The name of the company is "Die Fritz Schulz, Jun., Actien-Gesellschaft," and the capital stock is 5,100,000 marks.

FRUIT JUICE.

The next item on the list of exports is fruit (i. e., cherry) juice. This is exported only in the fall of the year, and is never of any particular importance. The juice export, not only to America, but to other countries as well, depends largely upon the local crop of cherries. This year, the crop has been most excellent, but the juice manufacturers are complaining of the small number of orders received.

FURS AND SKINS.

Leipzig, next to London, is the largest fur market in the world. The fur exports from this city to the United States have never been as large as they were during the twelve months ended June 30, 1900. In 1899, the shipments were larger than in any previous year, and this year's business exceeded them by almost $600,000.

Fur dealers are not very sanguine as to the present outlook of the American trade. It is said that American furriers purchased in such large quantities last year that nearly all of them are at present overstocked.

Fur prices have experienced a general advance over those of last year; local merchants attribute the rise to the action of American dealers, who have been speculating rather heavily in such articles.

Mr. Gustave Hermann, owner of the Leipzig firm of Roediger & Quarch, has just returned from New York, where he has been engaged for the past four months in establishing a fur-dyeing factory. The name of the new factory is the Roediger & Quarch Fur Dyeing Company. It is located in the city of Brooklyn.

As will be seen from the table of declared exports, no separate record of hides was kept in 1899, but the item was included in that of furs, the shipments of which were nothing like as large as they were during the year ended June 30, 1900.

GLOVES: LEATHER TRADE.

An American glove house has for several years past had a branch office located in this city, where it collected, assorted, and packed gloves which it purchased in different parts of Germany. A few months ago, the office of this firm was removed from Leipzig, so that next year there will be no leather gloves shipped from here to the United States.

Although there are no exports of leather from Leipzig to the United States, there is considerable traffic in leather and leather goods carried on here. Three thousand three hundred and thirty-eight tons of leather, valued at $3,506,216, were imported into Germany during the first quarter of 1900, against 3,692.59 tons, valued at $4,011,966, for the first quarter of 1899; a decrease of 353.95 tons, or 9.5 per cent, in weight, but in value $505,750, or 12.4 per cent. Sole leather was imported mostly from Chile, which furnished 369.05 tons, or 76.1 per cent; 591.38 tons, or 48 per cent, of the sheep and goat leather was imported from England. France imported 201.5 tons, or 59 per cent, of the glove leather, and Austria-Hungary imported 132.6 tons, or 53.3 per cent, of the leather gloves.

The total export of leather and leather goods from Germany for the first quarter of 1900 was 5,617.65 tons, valued at $7,952,770, against 5,380.43 tons, valued at $9,866,290, for the same period in 1899, from which it will be seen that there is an increase in weight of 231.21 tons, or 4.4 per cent, but a decrease in value of $1,913,520, or 19.4 per cent. England is Germany's best customer for leather goods. Gloves to the amount of 130.95 tons were exported from Germany during the first three months of 1900, of which England took about 15 per cent and America 12 per cent. During the first quarter of 1900, 2,279.05 tons more of leather and leather goods were exported than imported. The difference in value between the exports and imports was $4,446,554.

MACHINERY.

The machinery shipped from Leipzig to the United States during the past year is much in excess of that shipped in 1899. This increase is entirely due to the fact that a Halle company secured the contract for building a beet-sugar refinery in Michigan. The machinery is manufactured in Halle and other cities of Germany and sent to the United States. This is the first instance where a German firm has outbid American firms for the erection of a factory in the United States.

Several of the iron foundries, which are very important factors in Leipzig's manufacturing interests, are working at reduced time on account of the stagnation in the iron trade. A further shortening of the working hours is feared in the near future. The molder's strike which occurred a year ago, although coming at a time when many large orders were to be filled, passed off without any serious disadvantages to the proprietors or manufactures.

At the city of Weissenfels, near Leipzig, where there are located several large foundries and tool-making factories, a strike is imminent. Recently American machine masters from Massachusetts were employed to instruct the workmen in running the machinery for making machine tools. The German workmen have threatened to strike unless the American foremen are discharged and replaced by Germans. It is believed that the manufacturers will accede to the workmen's demands and dispense with the foreign labor.

MUSICAL INSTRUMENTS.

Accordions and parts of music boxes, with now and then a piano, are about the only musical instruments shipped from this district to the United States. Several German firms have established factories for making musical instruments in the United States, because they found that it was impossible to compete with American manufacturers, owing to the tariff. The directors of the Polyhon Musikwerke-Actien-Gesellschaft, near Leipzig, were the first to appreciate what effect a high tariff would have upon their business with America, so that about ten years ago, they decided to build a factory for making music boxes in the United States. This factory is called the Regina Manufacturing Company, and is located in New Jersey, near New York City. Last year it paid a dividend of 25 per cent.

The "Lochmann'sche Musikwerke-Actien-Gesellschaft," Leipzig-Gohlis, established the Symphonion Manufacturing Company, near the city of New York, about three years ago. It is reported to be doing a very good business.

PIANO FELT AND PRINTED MUSIC.

There is only one firm here which exports piano felt to the United States. It claims that the reason for the increase in value of piano felt shipped during the year ended June 30, 1900, is because the price was higher than in the preceding year. Then, too, a larger number of pianos was manufactured in the United States than ever before.

Shipments of printed music to the United States are about the same from year to year. Leipzig sells large quantities of printed music to firms in London and Paris.

SCIENTIFIC INSTRUMENTS.

Surgical instruments, with an occasional microscope, are the only scientific instruments which are shipped under this head. The trade with the United States in this line is unimportant.

TELEPHONES, ETC.

The increase in the number of cables has created a demand for telegraph, telephone, and microphone apparatus in different countries. The growth in the world's commerce has created a demand for telephones. Germany has profited by the conditions. The export of such instruments has enjoyed a great increase. The exports (according to official statistics) for the first seven months of 1900 amounted to 511,246.74 pounds, against 366,845.44 pounds for the whole of 1899, and 264,992.92 pounds for 1898. The greatest export was to Russia, namely, 90,829.52 pounds (against 54,904.54 pounds in 1899); the export to Great Britain was 80,247.44 pounds (against 82,672.5 pounds); to Switzerland, 59,524.2 pounds (against 61,508.34); to the Netherlands, 49,162.58 pounds (against 23,539.22); to Spain, 32,407.62 pounds (against 19,400.48); to Brazil, 31,746.24 pounds; to Norway, 30,423.48 pounds (against 9,259.32), and to France, 20,723.24 pounds (against 18,298.18). The exact value of these exports is not known.

SEEDS.

The only seeds sent to the United States from this district during the last year were those of beets. They are intended to be experimented with by the Western farmers, who are trying to raise sugar beets.

WOOLEN AND COTTON GOODS.

Comparing the exports of woolen and cotton goods from Germany to the United States to-day with those of a few years ago, the decrease is found to be simply enormous. Except for fancy goods, the American markets are irrevocably lost to German woolen and cotton manufacturers.

The textile business of this section, however, can not be said to have been poor. In fact, for most of the time, it has been good. The summer is always a dull season for textile manufacturers. Statistics gathered by the operators of the Greiz section on August 18 show that this industry is in a quiet condition. According to these statistics, 6,022 looms out of a total of 11,829 were idle. The number of looms running and idle in Greiz was as follows:

Factory.	Total number.	Number idle.
Ditsch & Oehler	660	512
Gebr. Albert	840	440
Schilbach & Heine	596	310
Merz	300	200
Arnold (Langenwetzendorf)	1,040	610
Schilbach & Co	804	360
Brown & Cremer	315	244

The wool-dyeing factories of Saxony and Thuringia have formed a syndicate or trust, in order to protect themselves against loss through competition. All the firms which have joined this combination can do work only at certain rates, and should any firm or company fail to comply with the stipulations of the convention, it is liable to a fine of $25,000.

The price of raw cotton has advanced to almost double that of last year. Raw wool, however, can be purchased for almost one-half of the previous price. The price of the raw wool affects, of course, the price of finished goods. Woolen goods, such as cashmeres or henriettas, have never been lower than at the present time.

RUBBER GOODS.

Caoutchouc, gutta-percha, and rubber goods make a branch of trade in which Leipzig is much interested, on account of the proportions this industry has assumed. In the city there are many factories which furnish rubber goods not only for the home trade, but for foreign trade as well. The German rubber industy is, of course, dependent upon foreign countries for its raw material, which is furnished in the largest quantities by England (India). The German colonial possessions in East and West Africa supply but a small amount, not more than 3½ per cent of that which is consumed.

SACCHARIN.

The growth of the saccharin industry has been fought by the German sugar manufacturers, but, up to the present, without success. This new product is likely to have a tax put upon it to help cover the cost of enlarging the German fleet. It is hardly possible, however, that such measures will hinder its production to any extent, in view of the enormous increase in its manufacture in the last few years. In the year 1898–99, five factories produced 201,640 pounds of saccharin against 172,769 pounds in 1897–98, and 76,460 pounds in 1896–97. At present, it can hardly be regarded as an export article, as the statistics of exports of sweetening products (saccharin, sugarine, dulcine, etc.), of which saccharin is the principal article, show only 41,887 pounds for the first four months of 1900, against 22,928 pounds for the corresponding period in 1899. This shows how great the consumption of saccharin is in Germany. The import was only 8,157 pounds for the first four months of 1900, against 4,189 pounds for the corresponding period of 1899. It would be of great benefit to the German saccharin manufacturers if several foreign countries could be induced to change their tariff so as not to practically exclude this product, which is chiefly manufactured in Germany. Some physicians claim that saccharin is unwholesome, and, as a consequence, an effort is being made to prevent all restaurants and hotels from using it.

INVENTIONS.

A very practical improvement for Jacquard looms has recently been invented by Christian Schettler, of Aue, Saxony, for which patents have been granted. The invention prevents the mixing up and falling down of the needles of the Jacquard machines in case the needle board is taken off.

The cement roofing plates, which are made at Hoxter, Westphalia, have proven practical and seem to be crowding the old red-tile roofing out of the market. These plates, the upper sides of which are smooth and the under sides grooved in order to make them perfectly water-tight, are nearly square and are laid diagonally upon roofs so as to cover three roof laths. All kinds of buildings can be roofed with these plates. One advantage claimed for them is that they are glazed on the upper side, which makes them absolutely waterproof and impervious to all kinds of weather. Mr. Borgolte, the inventor of this roofing material, has published an illustrated booklet upon it, copies of which will be furnished upon application. His address is Hoxter, Westphalia, Germany.

A new apparatus for feeding bees has been recently patented by G. C. Maas. This contrivance, which consists of a shallow covered plate through the cover of which and the roof of the hive a tube is let for conveying the food. This is fastened to the under sides of the roof and can be removed at will. To secure a continuous influx of food, the tube is removed and substituted by a smaller tube, which is fitted to the mouth of an inclined bottle, thus keeping the food at a certain level in the plate.

Dr. Hans Goldschmidt, of Essen, recently lectured before the Congress of German Chemists upon his recent discovery in means of obtaining high temperatures. The process consists of a mixture of metal oxides and aluminium, which he calls "Thermit." Liquefied "Thermit" poured over a block of iron will melt the iron almost as rapidly as hot water will a snow heap. Holes can be melted through fire and burglar proof safes as well as armor plate. In Essen and Brunswick, the rails of the street railroad have been welded together by means of this process. The welding is accomplished by putting a few spoonfuls of "Thermit" in a crucible, strewing an igniting substance over it, and lighting.

The architectural exhibition, which was opened in Dresden on July 1, contains not only a large number of plans and models of buildings, but building materials as well. One of the exhibits, a new kind of ceiling, is of especial interest to builders. It can be used in an arch having a span of 2½ meters between the iron girders, on the principle of the brick arch. The bricks used in the construction of this ceiling are of burnt clay, of a peculiar form, having holes and corrugations, but in other respects being similar to ordinary bricks. The adhesion of one brick to another is brought about by means of a thin cement mortar. Each field of this ceiling, when finished, is horizontal, and is very strong, fireproof, and proof against dry rot. This ceiling is a vast improvement upon the ordinary ones, and promises to replace them almost entirely. It is being used very extensively in Dresden in the construction of new buildings. A company has been organized for the purpose of introducing it; its address is "Pulda's Triumphdecke," G. M. B. H., Schlossstrasse, Dresden, A.

Another exhibit was a novelty called "Koptoxyl." It is a wood paneling made by subjecting the wood to hydraulic pressure at a high temperature and, after being so treated, applied as a veneer without a pasteboard ground. By subjecting the wood to the process described, it is rendered proof against warping, shrinking, cracking, etc.; neither moisture nor heat has any effect upon it, especially as the wood veneer is laid across the grain. For these reasons, "Koptoxyl" is excellent for interior decoration. A door of this material was on exhibition and harmonized very nicely with the walls and ceiling, and also had the advantage of being very light. This invention will perhaps be of interest to furniture manufacturers and decorators. The address of the inventor is B. Harrass, Bohlen, Thuringia, Germany.

IMPORTS FROM THE UNITED STATES.

The following is a list of the principal imports into Germany from the United States, arranged, as far as possible, in the order of their importance:

Raw cotton.
Indian corn.
Wheat.
Lard.
Petroleum.
Meats.
Rye.
Oats.
Oilcake.
Lumber.
Turpentine oil.
Machinery.
Dried fruits.
Raw tobacco.
Resin and turpentine.
Hides and skins.
Cotton-seed oil.
Barley.
Staves.
Sewing machines.
Bicycles.
Caoutchouc.
Coarse ironware.
Buckwheat.
Flour.
Pig iron.
Fine ironware.
Furniture.
Fresh fruits.

THE COAL SITUATION.

Since the strike in Germany and Bohemia last winter, the coal trade has been almost the sole topic of conversation among business men and manufacturers. The price has been advanced from 25 per cent to 40 per cent over that of this time last year. During the strike, many factories found themselves embarrassed because of their small supply of coal and the difficulty in buying it at any price. Since Germany has become a great industrial and manufacturing center, her manufacturers have never felt the necessity of providing themselves with fuel enough to last them any great length of time. It did not occur to them that a coal strike could endure long enough to seriously affect them. So, when the strike did come, in November, 1899, there were few, if any, factories which had enough coal for more than a few weeks on hand. Many factories suffered severe losses as a result of the strike, and in some instances were compelled to shut down for a while. The strike ended with a partial victory for the miners, but since then, the price of coal has not been reduced to anything like what it was. The reason why coal is held at such a high figure at present is because the demand for it is so great. Many manufacturers are determined to have coal enough on hand to tide them over the next strike. Indeed, some in this section have ordered enough to last them for four years. Where 1 ton of coal was purchased at this time last year, 4 are purchased to-day. Coal miners receive higher wages than they did a year ago; the coal companies have raised the price of their product, and the dealers are taking advantage of the demand and extorting larger commissions.

The following are the wholesale prices of coals here, per metric ton of 2,205 pounds:

Borna (brown coal)	$1.43 to $1.55
Bohemian (brown coal)	3.70 to 4.52
Oelsnitz (hard coal)	3.95 to 5.38
Silesian (hard coal)	5.00 to 7.62
Gas coke	11.90
Westphalian coke	10.70 to 10.95
English anthracite coal	13.80

From the above prices, those interested in exporting coal to Germany from the United States will see how coal is sold in this section. American bituminous as well as anthracite coal, it would seem, ought to find a market here; the same can be said of our coke. Pennsylvania and West Virginia ¾-inch screened soft coal is better for many purposes than that known in this country as hard coal. The coal used in the factories in and about Leipzig is a very inferior grade, possessing little body, and making too much ashes.

The following is taken from the annual report which was sent from this consulate over two years ago:

> United States coal in Germany seems at first impracticable, and yet it will only be a question of a few years before our coal will be shipped to this country in large quantities. Of course, the great drawback to introducing coal from the United States is the freight rate, but if Pennsylvania and West Virginia bituminous coal could be delivered in this country for from $5 to $5.50 per long ton, our dealers will be able to successfully compete with the German coal. I would suggest that the coal miners and shippers in the United States look into the subject of sending soft as well as hard coal to Germany.

ESTABLISHING GERMAN FACTORIES IN THE UNITED STATES.

A report which was sent from this consulate on the 11th of December, 1899, reads as follows:

> Many of the textile manufacturers of Saxony have at last come to the conclusion that it is impossible to sell their products in the United States under the present tariff law, and rather than lose the American market, several firms are about to establish factories in the United States. * * * There are a number of textile firms in this country which, it seems to me, could be induced to establish branch factories in the United States, provided they are given the proper support and assistance required.

This report provoked a very large number of inquiries from boards of trade, city councils, land improvement companies, and real estate dealers, from all parts of the United States, for the names of firms who wanted to establish factories. It is very evident that this report must have been misleading, conveying the impression that this office was in a position to act as the agent for different Leipzig firms which were desirous of establishing factories in the United States. This office does not know positively the name of a single factory which could be induced to erect a plant in the United States, but it does not doubt that not a few might do so if properly approached, and provided the necessary support were guaranteed them. The question as to the best way to approach German firms upon this subject has often been asked. It would seem that personal solicitation would prove the most satisfactory; in other words, for a city council, improvement society, or real estate firm, which is anxious to dispose of property adapted for manufacturing purposes, to send a personal representative whose business it would be to talk with the manufacturers.

A very popular way of soliciting immigration on the part of railroad companies, as well as of towns, is by the broadcast circulation of pamphlets which set forth the beauties and special attractions of the particular localities. Would it not be a wise experiment for sombody or corporation, anxious to have factories as well as settlers, to see if better results could not be obtained by personal canvass and solicitation? True, the expenses would be somewhat heavier, but on the other hand, the results might be satisfactory enough to justify such an increase. German factories with large capital do not need to be assisted or asked to build establishments in the United States. Just as soon as they become convinced that their products can not be profitably exported to us from this country they will start factories in our own. Some of the smaller concerns with limited capital, which can not afford to run too great risks of incurring losses, might, if given proper support, be induced to establish factories in the United States. By proper support is meant that a portion of the capital should be subscribed for, a suitable location found, and reasonable assurances given that the goods manufactured would meet with a sale. Several real-estate dealers with American factory sites to sell have advertised them in the Leipzig newspapers. This might be best for those who do not feel that it would pay to spend money for a personal representative.

BRAINARD H. WARNER, Jr., *Consul.*

LEIPZIG, *October 1, 1900.*

MAGDEBURG.

Magdeburg, the capital of the province of Saxony, in the Kingdom of Prussia, is the center of a rich agricultural district and of the German beet-sugar industry. Though the business of raising sugar beets is now more extensively carried on in other parts of Germany than in the vicinity of Magdeburg, this city still remains the headquarters of the sugar trade. Magdeburg is a city of only medium size (present estimated population, 232,000), but its location in the heart of Germany on the navigable Elbe River makes it an important trade center. Steamboats and "kaehne" (vessels similar to canal boats, with a carrying capacity of over 1,000 tons) bring coal and mixed freight from Saxony and Bohemia and carry sugar and other Magdeburg merchandise to Hamburg at rates which, at seasons of the year when the river is high, are two-thirds less than railway freights. Accordingly, shipments of bulky export articles are usually made during the rainy portions of the year. Navigation is ordinarily interrupted by ice in winter. As the current is swift, rates for wares shipped from Hamburg to Magdeburg are higher than for those sent down the stream.

IMPROVEMENTS.

The growth of Magdeburg and its commercial development has been, until recently, obstructed by the line of strong fortifications which surround the town. These fortifications are now, however, being abandoned, and their removal will no doubt improve the business as well as the appearance of the city.

The increase in street traffic has led to an extension and improvement of the electric-tramway system. Electric lines now reach all parts of the city and its suburbs, a uniform fare of 10 pfennigs (2⅜ cents) being charged. The total length of the lines is 36½ kilometers (22 miles). The company's gross receipts in 1899 amounted to 1,600,000 marks ($380,000). The expenses were 980,000 marks ($233,000). The net earnings accordingly amounted to 615,000 marks ($147,000), or 38½ per cent of the gross receipts. A dividend of 10 per cent was paid to the stockholders. Other improvements now under way or contemplated are the building of three new bridges across the Elbe, the substitution of asphalt for cobble stones in the principal streets, and the erection of several new monuments.

Magdeburg has a good sewer system, the sewage being forced through pipes (as in Berlin) to irrigated farms about 10 miles distant from the city. This system for disposing of sewage and keeping it out of the river has proved both satisfactory and profitable. A large tract of worthless sandy land was purchased for the purpose, and this has been transformed by the sewage into fertile vegetable fields.

The water supply of Magdeburg is unsatisfactory, owing to the amount of salt which it contains. This is due to the presence of large salt works and mines farther up the stream. Much complaint is also caused by the fact that Dresden and other cities and towns on the Upper Elbe permit their sewage to escape into the river. Various schemes have been discussed having for their object the obviation of the necessity for using river water. It is now proposed to obtain the water from deep wells at a considerable distance from the city.

Magdeburg is, on the whole, well lighted. The ordinary gas burners formerly used for street lighting were recently replaced by patent incandescent lights.

GENERAL TRADE.

The Magdeburg consular district comprises the districts of two Prussian chambers of commerce, namely, Magdeburg and Halberstadt, from whose annual reports most of the information given below has been obtained.

In general, 1899 is said to have been the most favorable year of the nineteenth century for German trade and industry. The constant growth of Germany's productive and consumptive capacity is apparent in the figures of its international traffic, which represented in 1897 a value of 8,316,000,000 marks ($2,000,000,000), in 1898 8,838,000,000 marks ($2,100,000,000), and in 1899 9,188,000,000 marks ($2,200,000,000), a gain of 10 per cent in two years. Formerly, the fact that the value of Germany's imports exceeded that of its exports was lamented as an "unfortunate trade balance." It is now argued, on the contrary, that this is an evidence of increased prosperity, as well as of growth in the country's consumptive power. At the close of 1899, however, signs of a change became apparent, the most threatening being a heavy rise in the price of raw materials, an insufficiency in the number of available laborers, and a scarcity of money. In mercantile circles, the effect of the expiration of Germany's existing commercial treaties is awaited with doubt and anxiety. In the preparation of the new treaties, it is anticipated that there will be friction between the manufacturing and agricultural interests of the country.

It is believed that the welfare not only of importers and exporters but also that of manufacturers and their employees is at stake.

Much attention has recently been given to the danger to retail business caused by department stores, but no remedy has yet been found. It is believed that the difficulty can be obviated only by absolutely forbidding the transaction of retail business by such houses in more than one distinct variety of merchandise. Doubt is felt as to whether the Gordian knot could be successfully cut even in this summary way; but it is realized that something must be done for the protection of small merchants and the preservation of this branch of business, upon which so many are dependent.

Exportation to the United States from the Magdeburg consular district has considerably decreased during the past three years, as appears from the following table:

Value of exports in—	
1896–97	$11,600,000
1897–98	5,600,000
1898–99	8,900,000
1899–1900	6,900,000

The principal articles exported to the United States are sugar, leather gloves, potash, and salts. The following reports concerning these industries may, perhaps, contain information of interest.

SUGAR.

Magdeburg is still the center of this industry, though the sugar itself is now produced chiefly in other portions of the country, especially in Mecklenburg and the Prussian provinces of Pomerania, East and West Prussia, Posen, Silesia, Hanover, and Hessen. Sales are effected at Magdeburg, though the wares go directly from the factories to the seaports for storage or immediate shipment. In 1899, the general condition of the German beet-sugar industry was about the same as in the preceding year. The beet crop was better than in 1898. During the principal months of the season (October to December), the prices of sugar fell, owing to large offers of beets, and consequently the profits of manufacturers were small. In February, prices rose again, but manufacturers had already disposed of most of their sugar. The rise in the price of coal, cokes, and iron, as well as increased competition, exerted an unfavorable influence on the industry. There was also a scarcity of laborers in this part of Prussia, though many workmen were brought from Galicia, Russia, Silesia, and Posen. In spite of the fact that these hands were found to be unsatisfactory, it was necessary to allow a general increase of wages, amounting to from 20 to 30 per cent.

The present condition of the sugar industry is regarded as critical, and various plans for its improvement are receiving attention. The bringing together of sugar manufacturers and refiners in a union and the abolition in Germany and other countries of all bounties, direct and indirect, will, it is believed, raise prices. A reduction of the internal-revenue tax upon the consumption of sugar will also have a favorable effect. Relief is furthermore expected from new commercial treaties. The business of the refiners in 1899 was likewise unsatisfactory. In the second half of the business year 1898–99, there was a continued rise in the price of raw sugar. This was brought about by Parisian speculators and American refiners. On April 1, 1899, raw sugar was worth 10.05 marks (about $2.39) per centner (110 pounds) transito, f. o. b. Hamburg. On May 3, it had risen to 11.52 marks (about $2.74). Large amounts being offered for sale, the price fell and on July 17, it was 10.50 marks (about $2.50). On September 15, raw sugar of the old crop sold for 9.95 marks (about $2.37). New sugar became available in the last third of September and caused the price to fall before the end of November to 9 marks (about $2.14). At this comparatively low price, sales were active until an early winter closed navigation on December 12. The efforts to establish a combination of sugar producers also had a favorable effect, and the price of raw sugar rose with the support of American refiners to 10.25 marks (about $2.44) on March 31, 1900. During all these fluctuations in the raw-sugar market, the trade in refined sugar suffered. The conflict between raw and refined wares is constantly increasing, for when raw-sugar prices rise it is impossible to raise the price of refined wares to anything near the same rate. The trade with foreign countries, especially with England, is a losing one to the German refineries, because French refiners have a great advantage in the extremely high bounties paid them by their Government, and because Austrian exporters are aided by their cartel (producers' union). It is hoped in Germany that, with the increase of general prosperity, the consumption of refined sugar at home will also very much increase.

The cultivation of beets in Germany continues to grow, and it is believed that the area planted in 1900 will equal that of the great year 1894, namely, 441,440 hectares (1,100,000 acres).

The building of numerous narrow-gauge railways is intended to facilitate the delivery of the beets.

The markets in which German refined sugar is now sold are Germany, England, Denmark, Norway, Holland, Switzerland, Spain, North and South America, South and East Africa, Australia, China, India, and Japan. The trade with Finland has almost entirely ceased, but that with Spain, Transvaal, and Japan is growing.

The cultivation of sugar-beet seed is constantly increasing. The influence of this industry upon the beet industry of the United States is shown by the fact that during the year ended June 30, 1900, the shipment of beet seed from the Magdeburg consular district to the United States amounted to $160,000—nearly twice as much as in the preceding year. Thus, the German seed raisers are assisting in establishing in America an industry which will soon affect the exportation of German sugar to markets which Germany has heretofore controlled.

The production of beet sugar in Germany during the past three years was:

Year.	Number of factories.	Amount of beets produced.	Raw sugar produced.
		Tons.	*Tons.*
1898-99	402	12,150,642	1,627,072
1897-98	402	13,697,891	1,755,229
1896-97	309	13,721,601	1,738,885

In 1899, the production of beets was 11.34 per cent less than in the preceding year, but the falling off in the amount of sugar extracted therefrom was only 7.08 per cent.

The average number of working days during which beets were handled in the factories was 70.

The amount of sugar yielded by beets was:

	Per cent.
1898–99	14.18
1897–98	13.53
1896–97	13.39
1895–96	13.86

The total exportation of sugar from Germany during the past three years has been:

Year.	Estimated equivalent in raw sugar.	Of which was refined.
	Tons.	*Tons.*
1898–99	1,034,745	466,502
1897–98	1,075,511	508,934
1896–97	1,223,508	432,911

Exportations to the United States amounted to:

Year.	Quantity.	Value.
	Tons.	
1899	184,516	$8,750,000
1898	219,515	9,750,000
1897	376,286	16,500,000

The total exportation of raw sugar was:

Year.	Total exportation.	Exportation to the United States.	Per cent.
	Tons.	*Tons.*	
1899	493,531	183,831	37.24
1898	516,660	215,387	41.88
1897	681,516	367,300	53.89

The consumption of sugar in Germany during the same period was:

Year.	Total consumption.	Consumption per capita.
	Tons.	*Pounds.*
1898–99	680,330	27
1897–98	636,399	26
1896–97	1,173,938	26½

From the above tables, it appears that Germany now consumes little more than one-third of the sugar which it produces, and that if the industry is to be maintained, even on its present basis, more than 1,000,000 tons must be sold abroad annually.

LEATHER GLOVES.

Leather gloves are shipped to the United States in large quantities from Halberstadt and Neuhaldensleben, in the Magdeburg consular district. The value of gloves thus exported in 1899–1900 was $761,000, against $628,000 in the preceding year. The value of glove leather shipped increased during the same period from $6,000 to $63,000, which indicates a growth in the American glove industry. The annual report of the Halberstadt Chamber of Commerce states that, in general, the condition of the German glove industry was more satisfactory in 1899 than in 1898, particularly as far as the home market was concerned. The domestic demand was larger and steadier than usual. The pressure on prices continued. This was chiefly due to reckless competition and to the continued rise in wages and in the cost of raw materials, which has resulted from the general and rapid expansion of all German industries. Consequently, the profits of fabrication were reduced to a minimum. This is one of the few German industries which has not shared in the prosperity that has seemed so general in Germany in recent years. The principal markets were in 1899, as heretofore, England and America. Sales in the home market were less extensive than the foreign trade. The present United States customs tariff has greatly injured the German industry, and has facilitated the establishment of new and extensive glove factories in our country, which are rapidly obtaining control of the American market. The labor question is also a menace to the German glove industry, and in no other branch of trade have employees been able to influence in an equal degree the business of their employers. In Halberstadt, the glove makers' union (which wishes to abolish home work—hausarbeit—and thus compel manufacturers to provide suitable rooms for all laborers who have heretofore worked at home), in the last quarter of 1899, decided to isolate the city, by forbidding glove makers from other towns to seek employment there. The object of this action was to enable the union to exert heavier pressure on the manufacturers and thus to force the granting of its demands. Accordingly, as the manufacturers were not sufficiently united to successfully resist, those who did not already have the necessary rooms were compelled to agree to have them ready for occupancy by the autumn of 1900 or the spring of 1901.

In order to render possible any further development of the leather-glove industry, it is believed to be necessary to become independent of Belgium and Austria, as far as the finishing processes are concerned, and to gain possession of the home market by considerably increasing the customs duties on foreign gloves, thus obstructing their importation.

POTASH, SALTS, ETC.

These industries, as far as the Magdeburg consular district is concerned, center in the vicinity of Stassfurt.

1. *Rock salt.*—The sales of the rock-salt works at Leopoldshall-Stassfurt were as follows:

Country,	1899.	1898.
	Tons.	*Tons.*
Germany	212,130	198,138
Other European countries	21,055	19,105
Asia	57,803	55,178
Africa	896	1,784
North America	483	208
Central and South America	793	1,083
Australia	5,077	5,441

The increased sales in the home market amounted to 14,000 tons, while the gain in exportation was 3,000 tons. Prices were so low that there was very little profit. The increase credited to Asia consisted chiefly of enlarged shipments to India. The decrease in Australia was due largely to English competition and also to increased production in the southern part of Australia. The falling off in Africa was caused by the introduction of French rates of duty in Madagascar. The general condition of business in 1899 was unsatisfactory, and, as one foreign market after another (Russia, United States, etc.) is being lost, the decline of this industry seems almost unavoidable.

2. *Potash, etc.*—The business of the syndicate controlling this industry is in a most satisfactory condition. The total deliveries in 1899 were as follows:

Articles.	1899.	1898.
	Tons.	*Tons.*
Chloride of potash (80 per cent)	167,432	159,531
Sulphate of potash and potash-magnesia (90 per cent)	29,425	23,806
Potash manures	67,481	3,190
Kieserite	28,476	20,664
Kainite and sylvinite	1,032,506	1,056,226
Carnallite, etc	63,288	67,982

The total sales of the principal product (chloride of potash) amounted in 1899 to 183,261 tons, against 177,984 tons in 1898, and 161,926 tons in 1897. The sales in 1899 were:

	Tons.		Tons.
Germany	56,921	Italy	3,520
Austria	5,360	Scandinavia and Denmark	2,935
England	9,514	Russia	1,936
Scotland	4,388	North America	52,566
France	15,991	Spain and other countries	2,948
Belgium and Holland	8,763		

The disposition made of other products is shown in the following table of sales at home and abroad:

	Potash and caustic potash.	Salt-peter.	Chromate of potash.	Chlorate of potash.	Diverse.	For agricultural uses.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Sales in Germany	32,000	18,463	1,100	862	4,086	409
Foreign sales	49	19,583	5,021	12,824	3,695	66,750

The constant and rapid increase in the production of potash salts in Germany is shown by the following table:

	Tons.		Tons.
1860	31,863	1890	1,581,635
1870	340,632	1899	2,794,395
1880	786,874		

The increase of the sale of raw salts for agricultural purposes has been:

Year.	Carnallite.	Kainite and Sylvinite.
	Tons.	*Tons.*
1880	4,137	127,518
1890	34,947	413,508
1899	63,288	1,032,501

The amount of potash salts used in agriculture was reduced to an equivalent in pure potash (K_2O):

Year.	In Germany.	Abroad.
	Tons.	*Tons.*
1889	23,453	38,129
1894	65,517	65,202
1899	107,688	95,338

The average amount used per acre in Germany far exceeds that used in other countries, and this makes it probable that sales will continue to increase. The outlook is therefore exceedingly bright for this industry.

UNITED STATES PRODUCTS.

Importations into the Magdeburg consular district from the United States are principally effected through the great seaports, especially through Hamburg. The importation of a few articles is, however, of sufficient importance to merit notice.

Meat and lard.—The trade in corned beef was quiet in 1899, the price per case of twelve 6-pound cans of the finest quality, c. i. f. Hamburg, being in the first nine months of the year—

	Marks.
North American	30 to 31=$7.14 to $7.38
Australian	26 to 27= 6.19 to 6.43

Subsequently, under the influence of the war in South Africa, the price rose to 33 marks ($7.85) for North American beef, and 31.50 marks ($7.50) for Australian.

The importation into Germany decreased from 27,765 tons in 1898 to 18,058 tons in 1899, a falling off of about 33⅓ per cent. This decrease was partly caused by a fall in the price of German hogs, amounting to 5 marks ($1.19) per 50 kilograms (110 pounds). Throughout the year, the price of medium salted bacon was 26 to 27 marks ($6.19 to $6.43) per 50 kilograms (110 pounds), c. i. f. Hamburg. The trade in this article in Magdeburg has recently been rendered very difficult by the new interpretation placed upon the meat inspection regulations. It has been decided that a fee of not less than 50 pfennigs (12 cents) must be paid for each piece. This fee is believed to be an insuperable obstacle to the continuance of the Magdeburg trade in bacon, smoked meat, etc. The ruling referred to applies only to Magdeburg, but such wares can still be brought into the city from other German towns, where the fees charged are only one-fifth as large. In contrast with 1898, when the price of American lard fluctuated considerably on account of the Spanish-American war, trade in this article in 1899 was remarkably quiet and regular. There was little speculation and, consequently, business was transacted on a solid basis. The amount exported to Germany was almost exactly the same as in 1898, but as practically none of the lard went on to Austria in 1899, it is evident that the consumption in Germany increased. On January 1, 1899, the visible supply amounted to 299,000 tierces, and at the end of December, it was 279,000 tierces. The price of American lard per

50 kilograms (110 pounds), fine quality, duty paid, delivered in Magdeburg was—

	Marks.		Marks.
January	37.00=$8.81	July	35.00=$8.33
February	36.00= 8.57	August	35.00= 8.33
March	35.50= 8.45	September	36.00= 8.57
April	35.00= 8.33	October	36.75= 8.74
May	34.00= 8.09	November	35.50= 8.45
June	34.00= 8.09	December	37.00= 8.81

In Hamburg, the business of the refineries was bad.

Cotton oil.—In 1899, this article played an important rôle. Large quantities were offered at cheap prices to aid in supplying the world's demand for fats. In the fall of 1898, sales were made in America covering deliveries as far ahead as the following summer, and the soap industry bought largely. The subsequent development of the market was, however, surprising. The further the new crop advanced, the more apparent it became that most of the seed would prove fit for use in the manufacture of table oil. This was the more agreeable to producers, as the failure of crops in India opened an immense market for oils to take the place of sesame and peanut oils. Only a small quantity remained available for soap factories, and the price rose so rapidly that at the end of the year it had reached 55 marks ($13.09). At the close of the preceding year, the price was 38 marks ($9.04).

Dried fruits.—Prunes were imported from Bohemia, Bosnia, Servia, and France, but none equaled those from California. California "Catharine" plums were imported in large quantities, and as prices were comparatively low, they were gladly taken as a substitute for French prunes. Complaints were made, however, that American shippers were not prompt in their deliveries, and that this embarrassed German importers very much and lessened the popularity of the wares.

American "ring apples" were also imported in large quantities. Eighteen hundred and ninety-eight wares, the bulk of which did not arrive until December and January, cost 89 marks ($21.18) per 100 kilograms (220 pounds), c. i. f. Hamburg. In May, the first offers for October and November deliveries of new wares were received at 70 marks ($16.66) per 100 kilograms, c. i. f. Hamburg. In June, the price declined to 68 marks ($16.18), but it rose again in July to 75 marks ($17.85), at which level it remained during the remainder of the year. Deliveries were satisfactory in quality, but complaint was made in regard to tardiness in delivery. It is alleged that wares which should have been forwarded in October were not shipped in some cases until the end of November.

Pears were imported from Bohemia, the prices being 29 to 56 marks ($6.90 to $13.33) per 100 kilograms (220 pounds), inclusive of customs duty and freight to Magdeburg. Peeled Italian pears and ordinary dried Italian pears found a ready sale at 69 to 74 marks ($16.42 to $17.61) and 27 to 28 marks ($6.43 to $6.66), respectively, c. i. f. Hamburg.

The supply of dried sour cherries was smaller than usual in 1899, the price being 104 marks ($24.75) per 100 kilograms, delivered at Magdeburg. The price of Thuringian dried sweet cherries was 62 marks ($14.77).

THE INDUSTRIAL SITUATION IN GERMANY.

The unnaturally rapid growth of German industries in recent years has resulted in feverish prosperity, which it will be difficult to maintain unless new foreign markets can be won and old ones held. In all branches of industry, production has been pressed to a dangerous extent. The population has increased and the great march from the farm to the factory has been continued, the country becoming constantly more and more dependent on foreign markets, both for the purchase of its food and raw materials and for the sale of its constantly increasing surplus production. So long as the demand for these products continues to equal or exceed the surplus supply, Germany's industrial prosperity will continue, but if the growing industries of other countries continue to harass Germany in the world's markets, and if wages and the cost of coal and raw materials continue to increase, and if, furthermore, the price of food rises through scarcity abroad or the enforcement of customs measures at home, having for their object the protection of German agriculture, the wave of prosperity must begin to recede. This is now feared and expected in Germany, if not in a general way, at least in certain branches of industry. Consequently, efforts are being made to increase the home consumption of some articles and to secure new foreign markets for others. The spirit of activity which now characterizes Germany's foreign policy has therefore a commercial as well as a political meaning. The acquisition of new markets is almost a matter of necessity to Germany under existing conditions.

MAX H. BAEHR, *Consul.*

MAGDEBURG, *October 11, 1900.*

MAINZ.

Looking back upon the commercial and industrial development of Germany during the year 1899, the result is seen to be very satisfactory. Even though 1898 was a year of exceptional activity, and the results obtained excellent, the past year was even more so, being the fifth year in succession which showed a steady increase in the commercial and industrial development of the country.

INDUSTRIAL CONDITIONS.

The coal and iron production affords an excellent scale by which the industrial activity of the country may be gauged. In Prussia, which produces nine-tenths of the entire German output, the production of coal amounted to 77,770,000 tons for the first nine months of the year, which is 7.21 per cent more than for the same period in 1898. Similarly, an increase in the production of iron is to be noted, which for last year amounted to 8,833,000 tons against 8,140,000 tons in 1898, that is, an increase of 8½ per cent.

Notwithstanding the advance in production of coal and iron, the demand was greater than the supply, so much so, in fact, that a number of manufactories, which are entirely dependent on these two articles, were obliged to greatly curtail their production. In consequence, complaints were made that syndicates and trusts were restricting the production in order to command higher prices, and that the increased exports were detrimental to the home industries. These complaints, however, seem unwarranted, as the production could hardly have been increased, considering the difficulty of obtaining labor; and the export business, aside from the fact that it was about equal to that of the year previous, can not be neglected, even in times of prosperity at home.

Besides the coal and iron production, transportation affords a safe index of the prosperity of the country. The receipts of those railroads whose fiscal year ends on March 31, amounted, in round numbers, to $252,042,000 for the first nine months of the year. Of this amount, $77,635,600 are the passenger receipts and $174,406,400 the freight receipts. These figures show an increase of 5.8 per cent and 4.9 per cent, respectively, above those of the previous year. The receipts of all the other German railways for the entire year 1899 amounted to $17,678,600 from passenger traffic and $33,700,800 from freight traffic, a gain of 5½ and 2.2 per cent, respectively, over the previous year.

The business of the post and telegraph department has increased even more rapidly than that of the railways. The receipts for the fiscal year 1898-99 amounted to $83,300,000, against $77,350,000 for the fiscal year 1897-98, an increase of 7½ per cent. The net surplus for 1898-99 amounted to $8,996,400, as against $8,044,400 for 1897-98, a rise of 11.7 per cent.

The commercial activity of Germany is further shown by the operations on the money market. After the rate of discount of the Imperial Bank had stood at 6 per cent since November 20, 1898, it was reduced to 5 per cent on January 17, 1899; to 4½ per cent on February 21, and again on May 19 to 4 per cent. Then followed a rise to 4½ per cent on June 19; to 5 per cent on August 7; to 6 per cent on October 3, and lastly, on December 19, 1899, to 7 per cent, a rate which has never before been equaled by the Imperial Bank. Private discount increased still more in comparison. The average discount for 1899 of the Imperial Bank was 5.03 per cent; that of private institutions, 4.46 per cent.

A high rate of discount is certainly not beneficial to commercial undertakings. On the other hand, however, it must be understood that the object of a rational discount policy is to check a desultory development; and there is every reason to guard against this just at present, as in some industrial branches an excessive speculation has taken place.

The main stimulus to the extraordinary development was derived from the electrical industry, the progress in which can be noted from the fact that in the year 1896 only about $47,600,000 was invested in these enterprises, whereas in the year 1899, this amount had increased to $166,600,000. It is natural that such an expansion in the field of electricity should stimulate a great many other industries, just as an expansion of these acted beneficially on building.

Of industries which form an exception to the general rule of expansion, the bicycle, textile, and leather branches are the most important. The first is due to overproduction, while on the latter two, the competition of the United States exerts detrimental influence.

Owing to the increased cost of production, due both to advanced prices of material and of labor, the net profits of the year 1899 were, although quite satisfactory, medium.

The ever-growing desire to combine capital to develop enterprises is a sign of the times. There are now about 4,700 stock companies in Germany, with a capital of $1,071,000,000.

With the increase in industrial undertakings, it was natural that commerce should increase correspondingly, which it did, and also here a tendency to unite capital is strongly felt.

The farmer shared in the general prosperity of the country, both on account of the good harvests and the fact that the crops of many foreign countries were unsatisfactory.

The favorable commercial and industrial conditions also benefited the laboring class. The demand for labor was frequently in excess of the supply, and higher wages naturally resulted. That these higher wages were not counterbalanced by increased living expenses, but in reality, tended to improve the standard of living of the working class, the increased consumption per capita during the past ten years of articles not necessaries of life plainly indicates. During this period, the consumption of sugar per capita per annum rose from 16.28 to 26 pounds; of coffee, from 5.28 to 6.16 pounds; of rice, from 3.87 to 5.52 pounds, etc.

It is certainly very satisfactory to note that the year 1899 was almost entirely free from labor strikes.

To sum up: The intense development of all commercial and industrial energies, which began at the end of 1894 and has steadily increased, has reached a point which can hardly be excelled. The profits have increased alike for the employer as well as the employee. Through the increased industrial activity, commerce also benefited greatly, and as the farmer as well can look back upon a profitable year, the result is general prosperity.

As regards the local industries, the following is a short synopsis of the results of the more important:

TRANSPORTATION.

For the first time in many years, the river transportation business was satisfactory. The volume of business had materially increased, especially in the transportation of coal. This gave an impetus to trade, and the rise in the price of coal also permitted better prices to be obtained for transportation.

The tramways of this city (population 84,000) carried 2,174,801 passengers in 1899, against 2,111,286 in 1898. The total receipts for the year were $53,514.50. Profits have again increased, a dividend of 4.4 per cent having been paid, against 3.3 per cent in 1898. The average cost of feed per horse a day has remained the same as in the year previous, viz, 32 cents.

WINE.

The vintage of 1899 is a very medium one. The variable weather of spring retarded the natural development of the grapes. However, the fine summer repaired the damage to some extent. The quantity harvested averaged about one-third of a normal vintage.

In the sparkling wine industry, an increased business is again to be noted. The selling prices remained the same as in the previous year, but as last year the still wines could be bought more cheaply, a handsome profit will be realized on this year's product.

CANNING INDUSTRY.

The canning business was very unsatisfactory, as the fruit and vegetable crop of 1899 was small. As the cost of tin cans has increased about 30 per cent, the prices of preserves must necessarily be raised.

HOPS AND BEER.

The prices of the 1898 hop crop remained quite high, until the prospects of a very large crop in 1899 forced them down. The crop of 1899 was very large, that of Germany being about 30 per cent larger and that of Austria about 45 per cent larger than in the previous year. Prices were about $25 per hundred pounds lower than last season. The brewers, who had only been buying sufficient of the high-priced hops to keep going, now bought large quantities. Although the purchasing has been very brisk, the supply on hand is still large.

The brewing business has been quite satisfactory, although competition is keener. Prices have remained about the same, though wages have increased slightly.

COFFEE AND TEA; DRIED FRUIT.

Up to about the end of the year, prices remained about the same; the price of coffee then rose about 20 per cent and that of tea about 25 per cent, chiefly in inferior grades.

Spices remained high in price.

America is the chief source of supply of dried fruit. The importation of American preserved fruits also increases yearly, notwithstanding the high import duty.

LUMBER.

As the building and furniture trades were very active, the demand for lumber was heavy and the business satisfactory. Lumber is imported more freely from year to year.

The business in oak lumber for wine casks was about the same as last year. This business is dependent upon the result of the vintage, and as the last vintage was only medium in quantity, the demand for wine casks was consequently not large.

CEMENT.

The demand has been good, owing to the increased building activity. Prices remained about the same as in the year previous, although the cost of production has greatly increased, chiefly through the scarcity of coal. To raise prices was impossible, as many new cement works have been built, thus increasing competition.

CAR BUILDING.

Competition in this important industry was greatly increased by the presence of a number of new corporations in this line. On the whole, however, business would have been very satisfactory, had not, as in previous years, the lack of competent workmen and the slow delivery of raw material greatly hampered the business.

BICYCLES; JEWELRY.

The bicycle trade was very sluggish, only lower grade wheels, ranging from $30 to $38, finding ready sale.

On the whole, the past year was satisfactory for the manufacturers of jewelry. The demand was very good, and higher prices were paid for the better grades.

VARNISH, OILS, ETC.

The price of resin was normal up to December, when prices suddenly stiffened and a further advance was expected. Oil of turpentine was considerably higher in price than during the previous season, and at the end of December, the price was double that of a year previous. The price of shellac remained stationary.

LEATHER.

Although the results of 1899 were better than those of 1898, the leather industry can not be called satisfactory. The aggregate business has increased, but the profits have not kept pace.

Appended I give tables of exports declared from the consular district of Mainz for the calendar years 1897, 1898, 1899, and first half of 1900, and a table of chief imports entered at the port of Mainz for the calendar years 1897, 1898, and 1899.

WALTER SCHUMANN, *Consul.*

MAINZ, *August 21, 1900.*

Declared exports from the consular district of Mainz.

Articles.	1897.	1898.	1899.	Jan. 1 to June 30, 1900.
Agate ware, jewelry, and imitation jewelry	$376,817.75	$642,223.48	$759,430.17	$309,224.76
Aniline and other colors	220,996.71	268,513.06	120,460.19	3,340.77
Black (printing ink and powder)	4,234.74	952.24	....	....
Capsules and tin foil	6,300.80	4,386.80	3,632.15	....
Carpets	1,102.81	....	....	....
Cement (Portland)	158,399.02	152,275.94	56,378.85	....
Chemicals and drugs	335,565.15	322,451.32	320,324.66	139,139.63
Earthen and glass ware	26,690.41	21,980.88	24,737.30	12,651.02
Glue	40,142.77	23,407.13	41,831.69	11,247.03
Hops	114,980.80	81,726.72	70,971.85	34,335.28
Household and personal effects	160.17	3,778.86	....	476.00
Jewelry cases	....	....	....	760.56
Leather	65,987.57	30,277.87	25,716.41	29,644.94
Linen and woolen goods	....	812.03	1,196.54	445.77
Manure	....	1,490.48	....	....
Mineral water (natural)	....	668.67	4,170.36	8,346.47
Oil and varnish	1,862.47	6,098.51	1,309.08	491.62
Oil paintings	13,972.04	1,918.52	6,988.87	....
Preserved fruits	15,446.54	18,686.34	16,571.34	1,295.85
Printed books	672.43	2,354.53	478.98	....
Printed music	2,133.76	2,200.62	2,315 97	938.30
Saws, tools, etc	6,911.51	7,291.47	8,122.42	7,038.10
Seeds	....	2,288.75	5,377.87	6,983.94
Straw hats	....	374.80	....	....
Sundries	9,570.19	5,066.43	7,360.05	1,157.19
Tiles (encaustic and boch)	13,950.18	14,112.87	9,876.56	8,684.79
Wall paper	....	....	....	634.32
Wine	705,500.36	592,712.63	658,514.46	308,304.61
Total	2,121,398.18	2,208,050.95	2,145,765.77	880,140.95

Chief imports entered at the port of Mainz.

Articles.	1897.	1898.	1899.
	Cwt.[1]	*Cwt.*[1]	*Cwt.*[1]
Wheat and rye	348,114	283,500	168,894
Oats	120,942	87,824	36,264
Legumes	31,028	28,800	26,730
Barley	29,889	35,893	32,150
Rape seed	38,000	45,018	43,403
Indian corn	112,151	41,580	48,230
Malt	396	10,076	690
Cedar and mahogany wood	38,053	110,121	98,335
Oak barrel staves	25,806	11,862	11,387
Cork stoppers	6,500	6,930	4,700
Sheepskins	6,650	8,243	12,876
Brandy, rum, and arrack	8,751	2,798	2,965
Wine (still and sparking)	41,595	31,581	33,614
Spices of all kinds	2,448	1,683	1,709
Salted herrings	21,929	17,058	12,432
Coffee	27,020	28,028	31,282
Dried fruits, prunes, etc	41,533	41,817	40,801
Flour, farina, etc	2,393	2,849	3,623
Rice	22,580	29,550	31,706
Sugar (raw and refined)	9,979	3,885	5,055
Oil (olive, linseed, palm, and cocoanut)	10,582	13,285	8,595
Lard	10,733	16,409	16,880
Fish oil	2,670	1,834	1,762
Tallow	8,400	7,121	3,714
Petroleum	300,262	310,681	376,079
Lubricating oil (mineral)	43,390	55,184	26,688
Eggs of poultry	93,689	110,106	122,098

[1] Hundredweight avoirdupois.

MANNHEIM.

This consular district has, during the past twelve months, shown marked activity along all industrial lines. The volume of business has greatly exceeded that of any former year, and the tendency has been to greatly widen and diversify the commercial interests of the district. It is doubtful whether any other locality of the same population can show a wider diversity of manufacturing interests than Mannheim and its immediate vicinity. The manufacturers are, as a rule, men of abundant capital and are active and progressive. Many of them export largely and profess a willingness to meet all comers in their respective lines.

The following are some of the principal articles of manufacture in this district: Aniline dyestuffs, chemicals, patent leather, celluloid goods, traction and stationary steam engines, cars and locomotives, automobiles and gas engines, bicycles, sugar, Portland cement, plate glass and glass bottles, agricultural implements, sewer pipe, printing presses, paper, tile, brick, wire and hemp cables, stoves, soap, rubber and gutta-percha, linoleum, furniture, pianos, machinery for match making and other industries, wine, beer, cocoanut butter, dolls, combs, gelatine, glue, wood pulp, gloves, cotton and woolen cloth, porcelain and enamel ware, beer-brewing appliances, cigars, etc.

The manufacturing and commercial center of the district is the city of Mannheim. Its population, including the city of Ludwigshafen (across the Rhine) and suburban villages, is about 210,000. It has recently installed a complete electric street-railway system throughout the city. More than 130 passenger trains depart from the principal railway station daily, besides 50 or 60 from the smaller stations. The Diamond Match Company, the Standard Oil Company, and the Pure Oil Company, well-known American concerns, and the Sunlight Soap Company, an English company, have extensive plants at this point. The active banking capital of the city amounts to about $80,000,000.

The river harbors of Mannheim, which have been greatly improved during the past ten years, and notably during the past twelve months, are claimed to be the finest river harbors in the world. In these harbors may be seen at all times large barges loaded direct from the ocean steamers at Rotterdam and other ports. The location of Mannheim at the head of the principal Rhine navigation and at the confluence of the Rhine and the Neckar renders it an important center of distribution for grain, cotton, petroleum, salt, lumber, coal, and other trade. Sixteen thousand four hundred and sixty-four boats unloaded 4,026,988 metric tons of freight at the Mannheim docks in 1899. Of this amount, the following are noted:

	Tons of 2,205 pounds.		Tons of 2,205 pounds.
Wheat	591,305	Rye	11,059
Coal	1,810,000	Barley	21,099
Petroleum	107,754	Salt	84,966
Corn	156,731	Raw cotton	4,684
Oats	39,616	Iron, unmanufactured	22,037

TRADE AT MANNHEIM.

The following table shows the totals, in metric tons, of some of the more important articles imported into Germany during the first six months of the year 1900, and the amount and percentage of these articles which came to the custom-house at Mannheim:

Articles.	To all Germany.	To Mannheim.	Percentage.
	Metric tons.	*Metric tons.*	
Wheat	625,714	158,898	25.4
Rye	296,601	5,366	1.8
Oats	183,805	7,062	3.8
Barley	323,922	8,897	2.8
Corn	685,193	61,110	8.9
Lumber	1,745,810	14,433	.8
Tropical fruits	78,394	3,250	4.4
Raw coffee	88,259	1,816	2.0
Leaf tobacco	29,206	1,175	4.0
Petroleum	392,960	26,644	7.8
Oil seeds	275,299	13,771	4.6

The following table shows the average prices of certain articles brought to this market for the first six months of 1900, as compared to the average prices for the year 1899. The articles selected are chiefly those with which American products come into competition. The prices are per 100 kilos (220 pounds):

Articles.	Average price, 1899.	Average price, first six months 1900.	Articles.	Average price, 1899.	Average price, first six months 1900.
Wheat:			Corn—Continued.		
North German	$4.13	$4.20	Austrian	$2.58	$2.76
Best grade Russian	4.55	4.31	La Plata	2.76	2.73
American winter	4.25	4.17	Barley:		
American spring	4.19	4.13	Baden	4.04	3.73
Chicago, II	4.19	4.13	Pfalz	4.17	3.97
Kansas, II	4.16	4.10	Austrian	4.28	4.19
La Plata	4.16	4.10	Rye:		
Oats:			Russian	3.78	3.82
Baden	3.60	3.53	Pfalz	3.81	3.93
Russian	3.66	3.46	American	3.93	....
American	3.48	3.42	Petroleum, by carload:		
Corn:			Russian	5.37	5.13
American	2.64	2.65	American	5.35	5.54

As touching the grain trade, it will be noted that neither American rye nor barley came to this market during the present year. The German brewer claims American barley is not so well suited for malt purposes as the native or the Austrian barley. Whether a more careful selection of seed or more care in handling would enable our farmers to compete in this line, is a question. The prices paid for both rye and barley, as well as the considerable foreign demand for these grains, would seem to invite special attention to these products.

PRINCIPAL MANUFACTURES OF THE DISTRICT.

Only a brief summary of the more important will be attempted, especially those which best indicate the trend of manufacture here and will most likely interest our own manufacturers.

ANILINE DYESTUFFS.

The one factory engaged in this industry employs an average of 6,000 men and claims to be the largest plant of its kind in the world. Its supply of coal tar comes from England and all parts of the Continent. The concern uses, on an average, 25,000 tons of coal per month, and has from 150 to 160 trained chemists in the laboratories at all times. The company exports to all civilized countries on the globe. Its exports to the United States amount in value to about $100,000 per month.

CHEMICALS.

Upward of 4,000 men are employed in the several large chemical works in this district. The range of products manufactured is large and is constantly increasing. The export trade is extensive. Here, as in the manufacture of dyestuffs and in other lines, the thorough training of the German technical school is in constant requisition.

PATENT LEATHER.

Of patent leather, $1,034,961.62 worth was sent from this district to the United States during the last fiscal year, as against $770,009.46 worth in the preceding fiscal year. These figures are suggestive. They invite the attention of the American tanner.

PORTLAND CEMENT.

Several large concerns manufacture Portland cement in this district. One of these claims to be the largest in the world and to have a vast deposit of rock which, as found in the quarry, possesses the proper ingredients in the exact proportions necessary to make a perfect cement. As is well known, Mannheim Portland cement is frequently named as the standard of excellence required in contract work in the United States. The export of this commodity is large. The value of this export to the United States from this district during the last fiscal year was $136,181.98.

GLASS AND ALLIED INDUSTRIES.

In the manufacture of glass, plate and bottle, stone china ware, sewer pipe, ware and apparatus for the chemical industry, tile for building and paving purposes, and brick, great activity is manifest.

A local plate-glass concern claims an equipment and capacity unsurpassed on the Continent. The plant devoted to sewer pipe and ware for the chemical industry employs upward of 600 men and does a large export business.

CELLULOID.

One factory, employing 1,400 workmen, produces celluloid, and has a considerable comb, doll, and novelty factory in connection.

The product of this factory is widely exported, especially to China and the East. A second factory, employing a large number of workmen, is engaged in the manufacture of celluloid cuffs, collars, and shirt fronts, for which a large demand is claimed.

MACHINERY.

While the German is confessedly behind in almost if not every class of machinery, it is also true that he has set about improving his conditions in this respect and is already making rapid progress. Electric machinery of recent designs for loading and unloading freight is in use at most of the docks in the city. Electric traveling cranes are used in handling the ladles and heavy castings in a steel plant recently installed here. Gas engines and electric motors are in common use in small power plants. Electric-lighting plants exist in many of the unimportant villages, and the tendency is everywhere manifest to improve the machinery in use and to reach out after the foreign market. During the past twelve months, $18,977.76 worth of machinery from this district has been exported to the United States. One concern manufacturing agricultural machinery, including traction engines, employs 3,500 workmen and is one of the largest of its kind on the Continent. The proprietor of this concern has a continental reputation as a builder of machinery and especially for embodying in his own machinery the latest improvements he can find anywhere. He has spent several months at the Paris Exposition, and the American thrasher, clover huller, and mowing machine may find its German counterpart a growing rival. German printing presses from this district are on exhibition at Paris, and while they are far behind the American product in excellence, it is to be noted that their improvement has been rapid and is along approved lines.

SUGAR.

Two beet-sugar factories are in operation in the district. The more important is capitalized at 6,000,000 marks ($1,488,000), employs about 1,000 workmen in the fall and winter season, and has a large output of the finest grades of sugar.

WOOD PULP.

This industry employs about 2,000 workmen. The declared value of the export to the United States during the last fiscal year was $130,599, as against $43,630.22 for the preceding fiscal year.

CABLES, IRON AND HEMP.

This industry is represented by one concern employing about 2,200 workmen. It has an extensive product in both wire and hemp, and claims a valuable export trade.

SOAP.

One large factory (already referred to), built by English capital, has an extensive trade in all parts of the district. This field would seem to especially invite the attention of the American soap manufacturer.

CIGARS.

The cigar trade is important and is carried on in Mannheim as well as in many of the small villages of the district. It is stated that from 16,000,000 to 18,000,000 cigars per week are made by Mannheim factories.

AMERICAN GOODS IN USE IN THE DISTRICT.

Investigation shows that in many lines, American goods have a solid footing in the district and that the tendency is toward an increase in amount and variety. Among such goods here in considerable quantities are iron and wood working machinery, pumps, typewriters of all kinds, lubricating oils, cash registers, office desks and other office furniture, photographic supplies, sewing machines, bath tubs, heating stoves, lawn mowers, and lawn rakes, shoes, and a great variety of smaller manufactured articles. In food supplies are Quaker oats, canned meats, California fruits, and a few other items.

My observation is that in every case where American products have gained any substantial footing, it has been the result of judicious and continued effort. Most of the goods specified are sold under their German names, and in every case the advertising is done in German. The goods are sold simply on their merits, and the fact of their American origin is not made conspicuous. Much American ironworking machinery is sold here bearing no label except that of the German importer. Typewriters and cash registers are bought and paid for without the purchaser knowing, or caring to know, where the machine was made. Undoubtedly, he in many cases supposes it was made in Germany. This is mentioned simply because there seem to be some American dealers who imagine that to decorate their wares with a showy American label—or, perhaps, an American flag—and have them described in a crude-looking circular printed in English, is all that is required in this market.

AMERICAN SHOES.

American shoes are sold in small quantities in the district, but the trade promises nothing whatever, so long as the local dealer must depend upon the American supply house to replenish his stock. The oil companies long since learned the necessity of having abundant storage tanks at convenient points on the Continent. As a result, they control 95 per cent of the vast oil trade in southern and western Germany.

A similar principle applied to the shoe business would undoubtedly have secured our dealers a valuable trade in Germany. The methods followed have only served, year after year, to show the German in every considerable town the superiority of our shoes and create a desire for them. This desire he has had to satisfy by buying our lasts and our machinery and hiring our foremen, and finally making for himself a fair substitute for our shoes.

AMERICAN LUMBER.

Much American pine and poplar is sold here. American oak formerly came to this district in large demand, Hungarian oak having crowded it out. One dealer, who three years ago bought 200 carloads of American oak, tells me this is in part due to carelessness in handling the lumber when loading and in transit; that when it reaches here, it is much warped, stained, and otherwise damaged.

AMERICAN COAL.

At least three small shipments of American coal have been received here during the past six months. The last one of about 800 tons was received within the past thirty days. This coal is pronounced of excellent quality, but too high in price. Ocean freight rates are all but prohibitive of what might, under more favorable conditions, become an important trade.

NEW LINES OF TRADE SUGGESTED.

It would seem that a trade might be started here in some one or more of the following lines: Carpenters' tools, especially hatchets and handsaws; door locks and keys, store and office safes, field and garden tools, one-horse plows, not too expensive in first cost, and so constructed that the points can be sharpened by a blacksmith; rubbers for foot wear, rubber coats for men, chairs and tables, suitable for restaurants or for kitchen purposes, and men's muslin shirts. The successful sale of one brand of oatmeal in this district would seem to suggest the possibility of introducing other of our cereal products.

H. W. Harris, *Consul.*

Mannheim, *November 6, 1900.*

NUREMBERG.

Commerce and industries in the Kingdom of Bavaria are flourishing, and prospects continue excellent in spite of the present troubles in China.

Nearly all factories, especially in the electrical and machinery line, again showed great development last year, and the general growth of Germany's wealth is noticeable everywhere. This is best shown by the increasing demand for all kinds of goods, including articles of luxury, for consumption by the Germans themselves.

To further Germany's export trade, the institution of chambers of commerce in London and New York has been contemplated for some time, and also the establishment of a German central commercial bureau at Berlin or some other prominent German city similar to our Philadelphia Commercial Museum.

South Germany is, more than northern Germany, a manufacturing district, and therefore was greatly opposed to the contemplated meat-inspection bill. By petitions and protests, the manufacturers in my consular district did their utmost to prevent this bill being passed; they are very anxious for good relations with our country to be preserved, as they fear that we may adopt retaliatory measures for any restrictions laid on our goods.

A great blow to Bavarian industries this year was the strike which broke out in the neighboring coal mining districts of Bohemia. Bavaria, lying so far inland, is, more than any other part of Germany, dependent on the importation of this coal, and while the strike lasted, many factories had either to stop working or to reduce working hours. The strike ceased some time ago, but the scarcity of coal is still felt, and the prices not only of Bohemian coal but of all sorts are, on the average, 25 per cent higher than before the strike.

There are, therefore, good prospects at present to find a market for American coal in Germany, though not in this part of the Empire, as it is too far inland, Northern Germany and northwest Germany are undoubtedly better fields.

Nearly all industries in my consular district complain this year about the business with Russia. Not only is her high import tariff doing great damage to Bavarian industries, but since last year a heavy tax has been laid by Russia on foreign travelers. Many industries can not afford the expense caused by this taxation, and, therefore, exports to that country are generally decreasing.

Another remarkable fact this year is that industries, almost without exception, have raised the prices of products owing to the advance in the cost of raw material, coals, etc., and also owing to the higher wages they have to pay.

NUREMBERG TOYS.

Business was more satisfactory this year than last. The increase in prices necessitated last season by the rise in raw materials is now readily paid by the customers. The fear that orders for certain articles might not come in has not been realized.

All the toy makers of Nuremberg and Fuerth are occupied, especially those who make tin soldiers, cannons, swords, etc. The Spanish-American war last year and the Transvaal war this year are said to account for this. The makers of these special lines are kept so busy that they can not accept any orders for a long time. The prospects for future business are at present most excellent.

The trouble in China so far has had no influence on this trade. Business with Roumania is bad; great precaution has to be taken in accepting orders from even well-recommended firms.

LEAD PENCILS.

Germany's lead-pencil factories, which are located in or around Nuremberg, are working with full steam; some even had to increase their working capacity in order to produce the quantities ordered.

The prices, however, are not so satisfactory; on the contrary, both home and foreign competition have brought them down more and more, especially in cheap and medium qualities. As the prices of raw material and coal have advanced and wages have gone up, this bad state of business is much felt by the industry.

American competition is seriously felt in neutral markets like England, Japan, India, Australia, Canada, and South America. The exports to other countries, like France, Austria, Italy, and Scandinavia, held their own, although even there, American competition has made itself noticeable.

Russia, Austria, and France, which have lead-pencil factories, have such high import tariffs that exportation thereto of German pencils, especially in cheap and medium qualities, is almost impossible.

The exports to England have decreased somewhat. This is undoubtedly caused by the South African war.

I am told that the lead-pencil factories in New York are nowadays able, for various reasons, to manufacture more advantageously and at cheaper rates than their German competitors, and that they alone are able to turn out larger quantities than all the German lead-pencil factories together.

BRONZE POWDER: METAL LEAF.

The trade in bronze powder has been and continues to be satisfactory. All factories have been working to full capacity.

The exports to the United States have increased enormously, as will be seen by the figures below. At present, business with the United States is a little slow, undoubtedly on account of the Presidential election. The raw materials, copper and zinc, are high in price, like last year, while it has not always been possible to raise the prices of the manufactured goods in proportion.

The metal-leaf (and silver and aluminum leaf) trade is not as satisfactory as the bronze-powder trade, and by no means participates in the increase of figures given below. This is said to be due to our high import tariff.

Exports of bronze powder and metal leaf to the United States.

Fiscal year ended June 30, 1899	$675,680.34
Fiscal year ended June 30, 1900	892,709.58
Increase	217,029.24

GLASS PLATES.

This industry, which exists only in this part of the German Empire, and employs about 8,000 hands, still suffers from the decrease of exports to the United States. Until some years ago, the American market took about three-fourths of the entire output, while now it takes hardly one-half.

The exports of glass plates to the United States amounted, in the calendar year 1891, to $1,810,171.05, and in 1899 to $501,737.18. It is to be taken into consideration, however, that the prices of glass plates in 1891 were much higher than in 1899.

The growing demand for this article in Germany somewhat counterbalances the deficiency in the exports. I hear also that the exportation of railroad windows to England has increased considerably.

For these reasons, and also on account of the increased prices of coal and raw material and the higher wages, prices of polished glass plates are this year much higher than last.

At the present moment, business is very quiet, even in the home trade; but as this is the dull season, the manufacturers and dealers hope that business will soon revive, that overproduction may thus be avoided, and that prices will hold their own.

A great blow to this industry was an increase of more than 50 per cent in the Argentinian import tariff on three-fourth glass plates, silvered. The sending of these plates unsilvered, with a view to silver them in Argentina is rendered impossible by the hot climate of that country.

LEONIC WARES.

For over thirteen years, this industry has been in a very bad condition. Every one of the materials employed, particularly copper, has advanced considerably in price; wages have an upward tendency, and hands are scarce, owing to the higher salaries paid by other industries. In spite of all these facts, prices of staple goods are rather on the decline.

America buys but moderate quantities, French competition being seriously felt there. The Chinese troubles, too, affect this industry. Russia has not only been lost as a customer by its high import tariff, but has become a keen competitor for the foreign as well as for the German home trade. The importation of Russian silver wire amounted in 1898 to 50,000 pounds. In 1899, it rose to 75,000 pounds.

Besides, Russia allows a bounty to encourage this industry.

Russia uses American copper for its leonic industry. It also has rich copper mines and cheap labor, while Germany is entirely dependent on American copper for this industry.

There are recent signs of gold and silver becoming again the fashion for ladies' hat and dress trimmings. This would certainly greatly help the industry.

HAIR PENCILS, BRUSH WARE, ETC.

Business, both export and at home, continues to increase from year to year. The advance in prices of raw materials and coal was balanced by the higher prices of goods. The prospects for the future are most promising.

CARBONS FOR ARC LAMPS.

The two large carbon factories of Nuremberg are kept working at full capacity. Prices have gone up considerably, and during the coming season will go still higher. This is caused by the advance in cost of raw material and coal. This industry is entirely dependent on Bohemian coal as fuel for manufacturing, and the strike which broke out this spring in the Bohemian mines did great damage.

One of the two Nuremberg factories had to stop for nearly two months, and now works with double steam in order to execute accumulated orders.

Business in this line seems to be very satisfactory.

LITHOGRAPHIC PRINTS, CHRISTMAS CARDS, AND CHROMOS.

Manufacturers complain that raw material, like paper, cardboard, etc., and coal have risen in cost, while prices of the goods, owing to strong competition, are lower than ever.

In general, the trade of the past year has been satisfactory. Export to England and its colonies has been, with the exception of the South African returns, about the same as before. Exports to the United States have not increased as expected, the tariff preventing several lines from being imported.

The trade with France, where formerly large quantities were sent, has nearly ceased, owing to the enormous import duty.

The Chinese trouble will also injure this industry to an extent.

DECALCOMANIA (TRANSFER PICTURES).

Business continues lively, but profits are smaller this year, owing to the rise in prices of raw material and of coal.

METAL PAPER.

Business of late has been very active, and this promises to continue. Prices have gone up, though not in proportion to the advance in the raw material, coal, and wages. The profit is, therefore, a little smaller this year.

Several firms in this line amalgamated some months ago into a limited company, under the corporate name of "Metal Paper, Bronze Color, and Leaf Metal Factories," with headquarters at Munich.

This union comprises about half of the Bavarian metal-paper industry. It was formed by the following firms: Ernst Scholl, of Nuremberg; Lindner and Voit, of Nuremberg; Jacob Heinrich, of Fürth; Bronze color factory of Leo Haenle, in Munich; and the "Metallhammerwerke" of Leo Haenle, and Jacob Heinrich.

DRAWING INSTRUMENTS.

All manufacturers were fully employed, but the profit is a little smaller this year, as, notwithstanding the advance in prices of raw material and the higher wages paid, the makers have not as yet raised their prices. This is the only industry where this is the case.

LITHOGRAPHIC STONES; STEATITE GAS BURNERS.

The trade in both lines was good, and prices were satisfactory for home as well as for export business.

SCHUCKERT ELECTRICAL WORKS.

I must not fail to mention this world-famed establishment, undoubtedly the largest of its kind in Europe. The works are growing in extent from year to year. At present, they employ about 6,000 workmen and 720 engineers and clerks. The number of American machines in use in their workshops is immense; in fact, most are of American make.

Young foreigners of all nations—Americans, Englishmen, Frenchmen, Russians, Italians, Swedes, Servians, etc.—come here to find employment in order to perfect their technical education.

The following list of works executed by them in the year 1899 gives an idea of the extensive business:

Fifteen electrical tram lines were built or completed, 9 in German cities, the remainder in Madrid, Naples, Turin, Toulon, Ickaterinoslaw (Russia), and Christiania.

Sixteen electrical light and power plants were built or completed, 12 in German cities, the remainder in Florence, Vizolla (Italy), Antwerp, and Frederikstad (Norway).

Electro-chemical plants were built in Slawiansk (Russia), St. Marcel (Italy), Pont St. Martin (Italy), and Lonza (Switzerland).

Seven large cranes (not to mention smaller ones) were erected, 5 in German cities, the others in Amsterdam and Rotterdam.

In addition, many electrical power plants for various uses—for factories, for agricultural purposes, for the army and navy, etc.—were constructed.

The dynamo machines made during the year 1899 aggregated 257,000 horsepower, besides 14,000 arc lamps, 17,600 electric-current meters, 205 refractors, 12,600 current and tension meters, and 15,500 kilowatt transformators.

UNITED STATES IMPORTS INTO BAVARIA.

It is to be regretted that the Kingdom of Bavaria does not issue separate statistics of imports and exports, these being included in those of the German Empire.

I am unable, therefore, to furnish any statistical proof that the imports of our goods into Bavaria are increasing; but as the figures of American imports into Germany are rising so rapidly every year, I am safe in saying that this industrious Kingdom takes larger quantities of our goods from year to year, either in manufactured articles or food products.

An attentive spectator can easily verify this fact; besides, the reports of the various chambers of commerce of this Kingdom state that American competition is to be met everywhere.

GUSTAV C. E. WEBER, *Consul.*

NUREMBERG, *August 29, 1900.*

PLAUEN.

The record of industrial activity and general prosperity of that part of the Kingdom of Saxony in which this consulate is situated is, taking all conditions into consideration, not as good as the preceding year. It is true that the export to the United States has increased, but the general business is below the average.

Quoting from the report of the chamber of commerce for the year ended December 31, 1899, I find the following statement:

> The general condition of business is about the same as in 1898. The coal and iron industries are satisfactory, but there is much to be wished for in the textile branches.

In the textile industry, the sudden advance of raw wool and cotton during the first half of the year was not commensurate with the advance in the price of the manufactured article. The above conditions and the remarkable advance in the price of coal placed the manufacturers of woolen goods in a very serious position, which was aggravated by the enormous decrease in the demand from the United States.

The iron industry, while affected by the rise in coal, did not suffer to the same extent, as there was an active demand for the articles and higher prices ruled.

Manufacturers of musical instruments remained about the same, doing an average business. Those in the paper industry are also satisfied; but of the total industry of the district, the general showing was unsatisfactory.

The reasons are plain: High prices for raw material, lack of advance in the finished article, and the very high rate, for Germany, demanded by the banks—thus from January 1 to 16, 7 per cent; January 17 to February 20, 5 per cent; February 21 to May 8, 4½ per cent; May 9 to June 18, 4 per cent; June 19 to August 6, 4½ per cent; August 7 to October 2, 5 per cent; October 3 to December 18, 6 per cent; December 19 to 31, 7 per cent; or an average of 5.036 per cent in 1899 against 4.267 per cent in 1898. High interest made long loans undesirable and the general public shy of investing or purchasing in large quantities.

Notwithstanding these adverse conditions, the grand total of business was better in 1899 than in the previous year. This is in a measure proved by the income tax, which shows an advance of 5.76 over the year 1898.

Thirty-one stock companies, with a capital of 34,920,000 marks, show a profit of 12.51 per cent in 1899, while the same companies in 1898, with a capital of 35,260,280 marks, made a net profit of 13.46 per cent. It will thus be seen that while the business of 1899 was not above the average, it was not far below.

The two most important industries of the district and those doing the greatest business with the United States were lace and dress goods. The former has continued to prosper, exporting to the United States for the last five years an average of $987,958.21 per annum, and this fiscal year increasing her output to $1,097,809.23, or $109,851.01 over her general average. As America is supposed to take about 12 per cent of the lace produced in Plauen, her manufacturers are well satisfied with the business of the year.

The dress goods manufacturers, on the contrary, have much to complain of, as the following figures will show: At the end of the fiscal year 1896, there were shipped to the United States dress goods valued at $1,136,124.38. From that time until the present, there has been a constant decrease in this amount until it has reached the figure of $98,992.06 for this fiscal year.

The average shipment of dress goods for the last five years is $506,478.07. This year, it is $407,486.01 below the average.

This has been a serious but not unexpected blow to the manufacturers of dress goods, for years ago the more astute manufacturers saw that, sooner or later, America would supply her own demands in the ordinary qualities, and even then were endeavoring to find new markets which would in some measure take the place of the lost American trade.

This they have in a measure done; some by taking their plants to the United States and others by pushing their goods in other countries, assisted by their wonderful system of banking and by traveling agents who cover all parts of the world and report to the home manufacturers' association the requirements of manufacture for every country under the sun.

MEAT.

The population of Germany is computed at 54,170,000. The statistical calculation allows 41.6 kilograms or 91½ pounds of meat per inhabitant, making a total of 2,253,772,000 kilograms required for Germany. Of this amount, Germany produces 2,203,449,600 and imports from other countries 49,222,400 kilograms, or about 2.184 per cent of the total amount required.

This importation consists of the following varieties:

	Pounds.
Fresh beef	26,564,340
Fresh swine	15,137,540
Prepared beef	3,272,720
Prepared swine	15,096,840
Ham	7,097,640
Bacon	28,825,060
Sausage	7,564,040
Meat in boxes	4,731,100
Total	108,289,280

The German stock grower believes that if the Government will increase the duty on all meats, Germany will be enabled to supply from her own production all that may be required. That condition may be reached by improved breeding and a more intelligent system of feeding, but the question will be, Can the people stand a further increase in the price of meats, which are now so high that the workman does not see meat on his table more than once in the week?

It seems that the stock grower is defeating the very point which he wishes to reach by advocating higher duties, which will exclude all foreign meats, for if the price for meat goes much higher, the average workman will be unable to purchase any of the article.

All costs of living are increasing in Germany and the wages are not increasing in like proportion.

The following are the retail prices for meats during the year 1898–99. These prices have advanced to-day 6 and 7 per cent:

	Per pound.
Beef	$0.156
Beef, cow	.149
Calf	.156
Mutton	.143
Swine	.187
Bacon	.200

EXCHANGE WITH THE UNITED STATES.

The following table gives the rate of exchange with the United States from June 30, 1899, to June 30, 1900, at the Plauen bank:

July	4.187750
August	4.204000
September	4.203000
October	4.198000
November	4.196875
December	4.203300
January	4.200270
February	4.225000
March	4.210000
April	4.200000
May	4.195000
June	4.188560
Average for the year	4.200970

COMMERCIAL TRAVELERS.

The conditions governing commercial travelers are the same now as reported by me in my report of June 30, 1897, which was in substance as follows: All commercial travelers, native or foreign, must have a license card from the authorities. The cost of this card is 12 cents. Under this license, the traveler is only allowed to carry samples. If he wishes to sell the articles which he carries, he must have another card, which costs $1.43 per annum. This card also entitles the traveler to certain reductions on the railroad regarding weight of baggage.

POSTAL RATES.

Domestic letters up to 20 grams, 10 pfennigs (2.38 cents); 250 grams, 20 pfennigs (4.76 cents). Printed matter up to 50 grams, 3 pfennigs (0.71 cents); 250 grams, 10 pfennigs (2.38 cents); 500 grams, 20 pfennigs (4.76 cents). Maximum, 1 kilo (2.204 pounds), 30 pfennigs (7.14 cents). Samples, 250 grams, 10 pfennigs (2.38 cents).

Foreign postage remains the same—20 pfennigs (4.76 cents) for every 15 grams. In postal orders, there is some slight reduction. Formerly, 20 pfennigs was charged for any amount up to 100 marks; now 5 marks or under will be taken for 10 pfennigs (2.38 cents).

The following table gives the rate for postal orders:

Value.	Rate.	
	Pfennigs.	United States currency (cents).
100 marks	20	4.76
100 to 200 marks	30	7.14
200 to 400 marks	40	9.52
400 to 600 marks	50	11.90
600 to 800 marks	60	14.28

PARCEL POST.

The parcel-post system of Germany is of wonderful utility and convenience to the people in general. The following are the rates on packets: Parcels up to 5 kilos (11.02 pounds) to a distance of 75 kilometers (46.3 miles), 0.025 marks (5.95 cents); farther than 75 kilometers, 50 pfennigs (11.9 cents); for every additional kilo in the first zone, 5 pfennigs (1.19 cents); in the second zone (150 kilometers, or 96.6 miles), 10 pfennigs (2.38 cents) more per kilo; in the third zone, up to 375 kilometers (233 miles), 20 pfennigs (4.76 cents) per kilo; in the fourth zone of 750 kilometers (466 miles), 0.30 marks (7.14 cents) per kilo more; in the fifth zone, 1,125 kilometers (683 miles), 40 pfennigs more.

COLONIZATION.

The policy of expansion and colonization, which a few years ago had but very few followers, has now taken a firm hold of the German public, who see in it the remedy for many of the ills under which they are suffering, and believe that it is absolutely necessary for the future of the Empire and its trade and manufacturing industry.

The living conditions and the increase in population and factories demand that a policy of colonization and expansion be followed.

PLAUEN EXPORTS.

The most marked increase in the Plauen export to the United States is in lace, which advanced from $509,659.74 in 1899 to $1,097,809.28 in 1900, or an increase of $588,149.49.

Cotton stuffs, covers and carpets, embroidered cotton articles, embroidered linen articles, cotton hosiery, lace curtains, mufflers, silk laces, embroidered woolen shawls, and the miscellaneous list all show an increase, and make the total exported to the United States over last year $695,208.76.

The export to the United States from the consular agency of Markneukirchen has also increased.

In 1900, there was exported $660,715.89, against $519,736.54 in 1899, making a general increase of $140,979.35.

Thos. Willing Peters, *Consul.*

Plauen, *September 25, 1900.*

STETTIN.

Imports into Stettin, via sea, have for the past three years been decreasing, while the exports show a continual gain, as evidenced by the following official figures:

	1899.	1898.	1897.
	Tons.	*Tons.*	*Tons.*
Imports	2,234,387	2,412,977	2,276,625
Exports	882,544	765,739	707,044

The figures tell the story that without a waterway to Berlin, which has been under discussion for many years, Stettin will be unable to hold its former rank as a seaport and will in no way be in a position to compete with Hamburg. The opening of the Elbe-Trave Canal will cause a further decrease in the imports.

On March 29 of this year, a public meeting was held in this city in the interests of a Berlin-Stettin Canal. It was pointed out that the Prussian Government had been liberal to Hamburg and Lübeck in the construction of the Emperor William Canal, Oder-Spree Canal, and the recently completed Elbe-Trave Canal, and that it was the urgent duty of the Prussian Government to support Stettin. Steamers drawing 20 feet of water are often compelled to lighten at Swinimünde. The magnificent steamship *Deutschland*, built at Stettin by the Vulcan Works, was aground on the Modder Bank for ten or twelve days, and only a short time previous, the Japanese cruizer *Yakuma* was likewise aground for nine days.

The export during the years 1898 and 1899 was distributed as follows:

Destination.	1899.	1898.
Bonded and from Free Harbor	$292,205	$162,134
Denmark	68,164	55,581
Great Britain	158,520	163,019
Netherlands	18,379	13,365
Norway	46,472	37,658
Russia-Finland	125,148	94,855
Sweden	129,134	97,106
Spain	1,278	487
United States	43,249	28,589
Miscellaneous	....	112,945
Total	882,544	765,739
Increase	117,805	....

The following is a list of the principal articles of export to the above-mentioned countries:

Denmark.—Iron bars, cement, rye, malt, potatoes, dried fruits, potato flour, salt, raw sugar, confections, fireproof bricks, plate zinc.

Great Britain.—Bar lead, iron ore, copper ore, wheat, barley, potatoes, lumber, staves, dried fruits, dextrine, potato flour, raw sugar, refined sugar, confections, raw zinc, zinc plates.

Netherlands.—Lime, barley, malt, lumber, potato flour, rye flour, raw sugar, fireproof bricks.

Norway.—Cement, wheat, rye, malt, potatoes, potato flour, rye flour, fireproof bricks.

Russia-Finland.—Soda, iron bars, ironware, cement, earth, salt, oak bark, cast machinery, herring, mill stones, briquets, fireproof bricks, raw zinc, fertilizing salt.

Sweden.—Bone flour, fertilizing salt, wheat, rye, barley, corn, potatoes, cast machinery, wheat flour, rye flour, salt, dried fruits, briquets, fireproof bricks, raw zinc.

Spain.—Raw sugar, fireproof bricks, retorts.

United States.—Cement, dextrine, glue stock, hair (cow), raw sugar, wood pulp.

Principal articles of export during 1899 and 1898.

[In tons of 1,000 kilos (22,046 pounds.)]

Articles.	1899.	1898.	Articles.	1899.	1898.
Barley	12,613	8,026	Oil rap	7,249	6,604
Chicory	5,522	6,057	Paper and paper ware	17,888	16,725
Cement	88,689	80,920	Rags	4,402	4,744
Dried fruits	6,264	7,068	Raw sugar	64,868	73,396
Fireproof bricks, etc	13,642	12,827	Potato flour, dextrine, etc	67,215	47,845
Glassware	1,580	1,491	Rye	19,890	13,461
Herring	13,623	10,324	Rye flour	51,859	35,500
Instruments and machinery	10,395	6,453	Spirits	32,007	14,166
Ironware and iron	24,954	27,425	Salt	8,109	10,143
Lead, raw and manufactured	11,084	10,323	Wheat	20,885	9,515
Malt	11,553	13,282	Wheat flour	4,587	8,287
Lard	3,694	5,168	Textile goods	2,498	4,499
Oil cakes	5,379	6,876	Zinc and zinc goods	20,556	21,231

Imports by countries during 1898 and 1899.

[In tons of 1,000 kilos.]

Country.	1899.	1898.	Country.	1899.	1898.
In bond, via land	282,386	338,446	Norway	96,934	147,158
From Hamburg Free Harbor	24,444	39,770	Portugal	24,448	16,449
Belgium	28,886	13,455	Russia-Finland	112,100	157,391
Denmark	32,872	29,116	Sweden	486,306	503,519
France	35,755	26,308	Spain	139,544	128,550
Great Britain[1]	695,825	714,639	United States	245,355	253,971
Italy	70	572			
Netherlands	29,342	43,738	Total	2,234,387	2,412,977

Decrease over 1898, 178,590 tons.

[1] Considerable of the imports credited to Great Britain consists of goods of American origin, in transit via Hull. The same, to a certain extent, is true of the imports credited to Denmark. Of the tonnage import credited to Great Britain, 408,522 tons represent coals.

Principal articles imported during the years 1898 and 1899.

Articles.	1899.	1898.	Articles.	1899.	1898.
	Tons.	*Tons.*		*Tons.*	*Tons.*
Beans and peas	16,893	18,467	Iron, raw	129,056	148,893
Corn	64,738	96,055	Iron and iron ware	52,907	50,115
Coal and coke	410,351	470,679	Lumber	219,095	157,047
Coffee	8,654	8,833	Linseed	12,346	17,407
Clover seed	13,773	24,082	Lard	11,850	18,977
Grain:			Oil cakes	17,208	18,518
Wheat	2,202	11,868	Phosphate[1]	99,819	73,154
Rye	24,836	45,032	Petroleum	68,540	69,850
Oats	6,441	13,162	Rice	9,938	10,615
Barley	8,087	10,845	Salt for fertilizing	79,165	49,400
Herring	93,185	122,297	Wine	6,260	6,057
Iron ore, etc	491,621	859,902			

[1] Represents about one-third of the total export of phosphate from Fernandina, Fla.

Principal articles imported from the United States (direct shipments only, figures covering transshipment unobtainable) for the fiscal years 1899–1900, 1898–1899.

Articles.	1899–1900.	1898–1899.	Articles.	1899–1900.	1898–1899.
Agricultural machinery, tons.	88	96	Meat, canned ....tons..	281	820
Agricultural machinery, cubic feet	82,400	24,622	Machinery ....do...	449	271
Bacon and hams ....tons..	1,156	1,744	Oil, grease, etc ....do...	1,802	1,524
Bran ....do...	248	808	Petroleum ....do...	37,500	49,000
Casings (sausage) ....do...	279	158	Phosphate ....do...	95,800	84,900
Chemicals ....do...	370	350	Paraffin ....do...	....	175
Corn ....do...	44,500	73,478	Seeds, various ....do...	1,883	1,190
Cotton-seed meal ....do...	....	1,890	Slag ....do...	2,750	2,000
Dried fruits ....do...	654	122	Slate ....do...	150	735
Furniture ....cubic feet..	890	400	Rosin ....do...	4,356	3,020
Lumber ....pieces..	4,200	....	Tallow ....do...	242	221
Lard ....tons..	11,451	5,045	Wheat ....do...	....	720
Linseed meal ....do...	200	....	Miscellaneous ....do...	890	879

Declared value of exports to the United States for the fiscal year 1899–1900 as compared with 1898–99.

Articles.	1899–1900.	1898–1899.	Articles.	1899–1900.	1898–1899.
Amber goods	$8,068.25	$7,114.23	Rags and old jute	$7,959.78	$19,934.00
Cement	87,517.33	156,761.86	Returned American goods	....	2,474.75
Chemicals	27,536.65	151.75	Seeds	2,268.93	....
Dextrine	25,789.00	16,362.99	Sugar, raw	1,515,389.42	459,646.96
Fireproof bricks, etc	1,450.48	1,450.68	Sirup	673.70	2,784.39
Flour, potato	3,957.17	1,680.61	Wool and hair	10,995.93	7,934.60
Glue stock	145,483.45	70,242.54	Wood pulp	21,765.75	460.50
Goose meat	3,264.31	3,152.47	Miscellaneous	33,156.42	65,263.61
Herring	5,441.97	8,702.41			
Hides	1,373.45	1,660.63			
Oil of fusel	5,918.20	5,547.68	Total	1,933,148.75	849,599.06
Oil rap	5,470.38	14,361.03	Increase	83,544.67	....
Ozokerit	5,581.27	8,847.11			

Steamers and sailing vessels entering and clearing the ports Swinimünde-Stettin during the year 1899.

[2.83 cubic meters=1 net registered ton.]

Nationality.	Steamers.	Cubic meters.	Sailing vessels.	Cubic meters.
Russian	59	91,245	12	8,255
Swedish	843	395,958	387	62,698
Norwegian	199	306,179	118	90,045
Danish	390	742,597	366	71,502
British	399	955,970	17	5,862
Dutch	46	74,904	19	4,486
Belgian	1	2,710	....	....
French	3	12,352	2	980
Spanish	5	14,830	....	....
Austrian	1	5,235	2	1,459
Total foreign	1,586	2,601,980	923	246,790
German vessels	1,986	1,858,762	613	107,830

Stettin constructed, during the year 1899, 22 steamers, representing 36,900 tons gross.

To speak of the trade possibilities of any article of American manufacture would be to repeat what has often been said by my colleagues, viz, that furniture, wood-working machinery, all kinds of bench tools, hardware, farm implements, etc., are not only superior in practicability, but also cheaper than the German articles. Manufacturers of motor boats can easily compete with the Germans, and I would suggest sending illustrated catalogues in the German language, weights and measurement, prices based f. o. b. ship, New York.

John E. Kehl, *Consul.*

Stettin, *July 18, 1900.*

WEIMAR.

The general commercial and industrial activity existant since 1894 in the Weimar consular district has been maintained during the year 1899. Most branches can look back upon a most satisfactory state of affairs, leading, in many instances, to the extension of trade and the opening up of new connections. The favorable crops of 1899, both as regards quality and quantity, stimulated the purchasing power of the agricultural classes. Raw material increased, in some instances, to a great degree, in price, causing a corresponding advance in the value of manufactures. The result was a greater demand for labor and a rise in wages as well as in the prevalent rate of interest. One characteristic of the year 1899 was the scarcity of coal, as well as insufficient facilities for its transport. The opening for United States coal can not be underestimated, and the quickness of our producers to realize this fact has been most satisfactory.

The following résumé of the various manufactures in the Weimar consular district is submitted:

The trade in linen, hosiery, woolen and fancy articles, and ladies' cloaks showed marked activity. The same is true of shoes, one of the important industries of Erfurt, among the centers for this trade in Germany. Business transacted in these lines was good and at advancing prices. The iron industry enjoyed even better trade, at high prices. Commerce in general was singularly brisk. Groceries, wines and spirits, jute goods, hardware, leather, paper, and linoleum should be noted in addition to those enumerated.

The war in South Africa had a depressing effect on a few lines, such as lamps, which have heretofore been bought on rather a large scale for South African orders. This trade was only average.

Exports and imports, according to the general statement (statistics from official German sources can not be given), were larger in 1899 than in the previous year.

Seeds and plants, a large industry in this district, are reported as follows: Vegetable seeds were not of a uniform quality, the late seeds being inferior to the earlier ones. The harvest of flower seeds was, in general, good; prices were low, and the home sale was below the average, the export, however, increased. As many horticultural products are imported into Germany, especially dried grasses and leaves, to undergo a process of dyeing before being exported, the impending duty on such articles is looked upon by the trade with alarm.

The manufacture of woolen and cotton hosiery and fancy goods has not a particularly bright outlook, owing to competition and prevailing low prices. The new commercial treaties are expected to cause a favorable reaction in this languishing trade.

The manufacture of steam engines was fully up to that of the best year. Orders could not be filled in time. The use of agricultural machinery is increasing, due perhaps, as much to the scarcity of farm labor as to an appreciation of its advantages over manual labor.

The manufacture of chinaware was confined almost exclusively to the cheaper staple ware, fine qualities finding no market.

The higher prices of raw material had a depressing effect on the toy industry. The exports have, it is true, been larger, but at prices that do not leave the same profits as heretofore.

The exports to the United States for the fiscal years 1898 and 1899 and those for the first six months of 1899 and 1900 are given below. Imports into this district can not be estimated, there being no statistics covering the district as it is geographically bounded.

Exports during the years 1898 and 1899.

Articles.	1898.	1899.
China	$193,428.03	$201,040.46
Dyes, drugs, and chemicals	33,278.74	39,405.35
Fancy goods and toys	240,854.25	269,061.45
Gloves	108,987.23	135,414.12
Hair	13,911.98	11,992.96
Linen, woolen, and cotton goods	28,911.94	44,321.28
Machinery	6,496.82	10,957.45
Minerals	15,805.73	11,491.53
Optical goods	32,951.15	33,829.71
Pipes, smoking	2,877.85	4,198.07
Seeds and plants	50,148.67	61,956.45
Sundries	4,645.61	4,894.67
Total	732,318.50	828,061.50
Increase	....	95,743.00

Exports during the first six months of 1899 and 1900.

Articles.	1899.	1900.
China	$76,555.50	$98,124.09
Dyes, drugs, and chemicals	19,004.41	18,142.04
Fancy goods and toys	80,880.84	111,759.54
Gloves	50,739.83	82,560.35
Hair	1,240.45	5,836.15
Linen and cotton goods	17,229.15	27,064.44
Machinery	5,359.07	4,198.43
Minerals	4,832.52	4,017.46
Optical goods	14,846.46	15,450.90
Pipes, smoking	2,183.20	2,886.24
Seeds and plants	17,211.82	18,194.22
Sundries	1,900.52	1,517.88
Total	291,473.27	389,258.19
Increase	....	97,769.92

THOS. EWING MOORE, *Consul.*

WEIMAR, *October 6, 1900.*

GIBRALTAR.

The Transvaal war, beyond causing much activity in the naval and military departments, seems to have had very little influence on the traffic and carrying trade of Gibraltar.

BARLEY, STRAW, AND BRAN.

In these lines, comprising the forage suited for horses, mules, and cattle, there has been, however, a very active and continual demand, owing to the purchase by the British Government and shipment to South Africa of large numbers of mules.

The barley and straw have, so far, been obtained through contracts made on the eastern coast of Spain, chiefly in the Province of Almeria, whilst the bran has been contracted for at Oran, in Algeria.

MULES.

About 8,000 mules have already been forwarded to the Cape. They come from all parts of Spain, having been purchased by Government agents sent out from England.

These mules are supposed to have cost over the average of $125 each, which in ordinary times would be considered a high figure, since the animals are small and slender. It is expected, however, that they will improve by the change of ownership. They are brought to Gibraltar by the land route, hundreds at a time, and after a few days of rest and substantial feeding, are put on board roomy steamships and sent to the Cape.

This great demand for mules for export has caused prices of beasts of burden and of cattle to advance materially throughout Spain.

Barley and straw have also risen to unprecedented prices.

The stocks of last year's crops have now become quite scarce, and there is little probability of the present crop coming into market before two months. Prices have advanced 50 per cent above what they were four months ago.

PRODUCE OF THE UNITED STATES.

Since the beginning of this year, the importations of United States produce have been very regular, and in some instances, articles of daily consumption have been dealt with in increased proportions.

Flour.—This article is receiving constant attention, chiefly for local wants; 27,266 sacks have reached this market by British steamships arriving direct from New York, against 18,190 sacks received during the same period last year.

The receipts of flour from France and Algeria have for sometime past been insignificant, and what is imported from England, made out of British wheat, is confined practically to what the British war department requires for this garrison.

Lard.—The supplies of American lard have been equal to 3,100 pails, brought from New York by steamships.

This article is in great demand by retail dealers, who import on their own account.

Almost every steamer bringing cargoes direct from New York for this port carries supplies in this line, but in moderate quantities, with the object of keeping, if possible, a fresh stock on hand.

Canned meats, fruits, and other provisions.—The same may be said as regards all canned provisions, cheese, salted pork, and bacon; also California fresh and dried fruits, which are in great demand.

The sanitary authorities of Gibraltar inspect so carefully all articles of food entering this market, especially meat products, that great caution should be exercised in preparing and packing American products.

Petroleum.—American refined petroleum holds its place, being the only kind in constant demand in this market. It is entirely in the hands of retailers, who import direct. The combination existing for some time past among them has been broken, as other parties are importing the article.

A material reduction has already been effected in the prices, which, at present, afford a very small profit on its costs and charges.

The stocks, which were becoming light, have been increased by a late arrival of 16,260 cases.

Tobacco.—Very little activity is at present prevailing in tobacco of American growth.

The importations during the past six months have been reduced to 116 hogsheads, 145 bales, 657 cases of leaf, and 71 cases of Cavendish.

Supplies from Hungary, Germany, and other countries occasionally arrive in small parcels to meet the local demands. These are considerable, particularly for cigarettes. There is also some contraband trade with the neighboring coast of Spain.

COAL.

No American bituminous coal has yet appeared in the Gibraltar market in competition to Welsh coal, and so far, there does not appear to be any disposition on the part of the many companies and commercial firms engaged in the coal business to undertake such an enterprise.

They say that only under extraordinary circumstances could they be induced to import American supplies, their principal connections in the coal trade being centered in Great Britain.

HORATIO I. SPRAGUE, *Consul.*

GIBRALTAR, *July 3, 1900.*

GIBRALTAR STATISTICS.

Total revenue, 1899	£59,954	$291,766
Total expenditure, 1899	59,521	289,659
Amount of expenditure incurred by Great Britain for the military protection of Gibraltar	256,146	1,246,535

VITAL STATISTICS.

Births during the year 1899:	
Civil	525
Military	132
Marriages during the year 1899:	
Civil	171
Military	37
Deaths during the year 1899:	
Civil	450
Military	56
Strangers	5
Population:	
British subjects (including 1,114 Maltese)	16,613
Strangers	2,435
Military	5,653
Total	24,701

Merchant shipping at Gibraltar during the year 1899.

ENTERED.

	Steamers.	Tonnage.	Sailing vessels.	Tonnage.
British:				
Belonging to the United Kingdom	2,050	3,183,300	78	9,869
Belonging to the colonies	282	46,965	29	1,358
Spanish	300	177,406	226	9,186
Norwegian and Sweden	199	114,698	24	5,619
Italian	45	60,783	16	6,600
German	194	304,709	4	4,264
Austro-Hungarian	42	54,501	3	624
Russian	34	29,427	2	882
French	132	107,710	6	500
Greek	33	41,202	1	517
Danish	76	71,617	8	828
Dutch	78	60,260	2	277
Belgian	20	25,502		
Chilean			1	580
Japanese	1	1,267		
Turkish	2	2,160		
Roumanian	1	1,415		
United States of America			2	818
Portuguese	1	41	63	3,974
Total	3,490	4,282,963	465	45,896

THE COAL TRADE AT GIBRALTAR.

The private sales of coal during the past month of September have amounted to 21,944 tons, taken in by 175 steamers, against 18,278 tons, taken in by 129 steamers, during the same month in 1899.

No further quantities of American coal have reached this port for delivery or sale in this market since the arrival last month of the cargo of 3,100 tons by the British steamer *Collingham* from Newport News. Barely half of it has yet been disposed of by the Union Coal Company, and, as Welsh coal has recently become less scarce, the customers of that company now exact that they be supplied, in future, with at least half Welsh coal and the remainder in other kinds of British coal, or American as a substitute. Prices of coal, nevertheless, keep up, and this may continue for some time.

Freights militate in this port, as in most others of the Continent, especially those in close proximity to Great Britain, against the importation of American coal; the difference in freight is such as to make both cost approximately the same when imported here. Dealers, however, insist that British supplies are more convenient for them.

It is, therefore, somewhat doubtful whether any further importation of American coal will, for the present, be made here, unless rates of freight should decline very materially.

HORATIO J. SPRAGUE, *Consul.*

GIBRALTAR, *October 18, 1900.*

GIBRALTAR TRADE IN 1900.

Nineteen hundred may be considered as having been a favorable year for the sale in this market of some of the principal articles of United States production, they having greatly contributed toward meeting the general demands that have existed in Gibraltar and its immediate vicinity during the past twelve months. I refer chiefly to the important articles of constant consumption, such as flour, petroleum, pork, provisions, lard, canned meats and fruits, perfumery, etc.

The demand for lard has so increased that last year's importation of this article, direct from New York, almost doubled the quantity landed here in 1899.

The various grades and descriptions of certain articles of importation, especially of flour and provisions, are becoming so well known among foreign traders and their customers that more confidence in the transactions with producers and shipping agents in the United States has been created, and this fact, together with the slight probability of European competition with United States prices, gives a favorable outlook for the coming year.

The almost total absence of our shipping in the carrying trade of this port is to be regretted, and, notwithstanding the considerable quantity of cargo brought to Gibraltar direct from New York during the past year, only three American sailing ships were employed. These three vessels brought 50,264 cases of refined petroleum; considerable quantities of other goods arrived by British and German steamships en route to the Italian coast. Foreign shipping still controls the carrying trade throughout this part of the Mediterranean.

Cotton-seed oil is receiving some attention and is being freely imported from New York. It is too early, however, to form any opinion as to the probable development of this new American traffic, but it would seem that it might assume considerable proportions, and, in some measure, interfere with the extensive retail business in olive oil, which, so far, has been an indispensable article for cooking and many other purposes throughout Spain and Morocco. Costing so much less than olive oil, cotton-seed oil might, perhaps, be turned to profitable account, especially among the poorer classes, who do not appear to have any marked prejudice against it as a substitute for olive oil.

The tobacco trade has experienced very little variation of late, and supplies arrive in sufficient quantities to meet all demands.

There has recently been considerable dullness in the coal trade, private sales during the month of November last amounting to only

23,427 tons, which amount was supplied to 195 steamers, against 29,205 tons and 212 steamers during the same month in 1899. It is generally supposed that the coal dealers have fixed the contract price for Cardiff coal for the coming six months or for the whole year, at $7.05 per ton, f. o. b. steamer's bunkers from alongside hulks. If the coal is to be lightered, 85 cents extra per ton is to be charged, and 12 cents for trimming, if required. The current price for Cardiff coal is fixed at $7.53 per ton.

It is stated that few owners have as yet contracted at the above prices, in the expectation of a further decline in the Welsh coal market.

As the rates of freight are very low in England, the prospects for importing United States coal into this market seem to have been considerably diminished.

HORATIO J. SPRAGUE, *Consul.*

GIBRALTAR, *January 3, 1901.*

Importations of United States produce at Gibraltar from New York direct, during the year 1900.

Flour	sacks..	51,598
Refined petroleum	cases..	52,264
Tobacco	hhds..	162
	cases..	1,513
	bales..	185
Cavendish	cases..	329
Florida water, etc	do....	3,756
Lard	pails..	9,015
Beer	barrels..	20
Cotton-seed oil	do....	570
Bacon	cases..	194
Salt provisions, canned meats, etc	packages..	702
Patent medicines	cases..	33

N. B.—The above do not include supplies of United States provisions, cheese, etc., brought to this port through the Liverpool and London routes.

GREECE.

During the last year, the condition of the general trade of this consular district has not experienced much of a change, either for better or worse, from that reported a year ago; nor has there been any change of importance in its industries. That a generally prosperous condition continues is shown by the value of the imports and exports of the Kingdom, enumerated in the tables that form a part of this report, and by the large number of business houses that are being erected or enlarged in Athens and Piræus.

No new factories have been erected or put in operation during the year, but all of those reported in 1899 are still running on full time. The completion of the Larissa Railroad still hangs fire, and no new public works have been commenced. In the harbor of Piræus, one of the piers is being lengthened, and the two new breakwaters, which were commenced last year, are being rapidly constructed.

There has been no change of note in the Greek merchant marine during the year. As previously reported, the tonnage of the sailing craft of the fleet continues to diminish, and that of steam craft to increase annually. I can not secure official statistics of the number and tonnage of the vessels in the fleet, but I have it from pretty good authority that the sailing vessels number about 1,270, and have a total tonnage of 250,655 tons, and that the steamers number 135, of 95,000 tons.

There have been no alterations in the tariff or custom laws of Greece during the year, nor any of importance in the port regulations. Neither have there been any notable extensions of the telegraph or telephone systems, nor in the use of electricity, nor in facilities for transportation, on land or sea, since the last annual report. There are no regular and direct lines of transportation between Greece and the United States; only occasional trips of steamers, mostly in the currant-harvest season. Freight rates to and from the United States are somewhat higher than they were last year.

CROPS.

The heavy rains of last June ruined a greater part of the currant crop and damaged the grape crop badly. As a result, currants and wine are bringing higher prices than usual.

TRADE CONDITIONS.

American manufacturers and exporters continue to ply this consulate with innumerable questions relating to the different branches of trade in Greece, all of which inquiries are answered as promptly and as fully as possible. This consulate takes advantage of every opportunity to induce Greek merchants to import the products of American farms and manufactories; but the fact that there is no direct line of steamships between Greece and the United States prevents a rapid increase of trade, although many Greek importers are very anxious to secure American products, especially machines, tools, watches, bicycles, etc.

This consulate has tried to induce different steamship companies to put on a direct line between Greek and United States ports, but thus far without success. If the exporters of the United States will awaken to the fact that there is a good market in Greece for American products, they can surely induce some company to start the required steamship line. With direct transportation and reasonable rates, the United States could easily compete with Europe in many branches of the trade with Greece. Products of the United States, amounting to millions of dollars in value annually, reach Greece through England, France, Germany, Austria, and Italy, most of them selling here as products of those countries, and the number and value of such imports are rapidly increasing, showing that the American exporter is permitting the middleman to reap profits he himself might earn.

Referring to the following tables, the most reliable and of the most recent date obtainable, it will be seen by Table No. 6 that the United States dropped from the seventh to the eighth place among the nations trading with Greece in the year 1898, Italy stepping ahead of her. While the value of the imports designated in this table does not represent one-fifth of the value of the products of the United States that reached Greece that year, but only the value of the direct shipments, still it is a bad showing for our prosperous and progressive country, and it is not at all to her credit that for want of a merchant marine of her own, she must let other nations transport her products, pocket a large share of the profits, and gain the lion's share of the credit for producing such goods and wares.

The principal exports shipped directly from the United States to Greece, mostly by returning currant steamers, are: Cotton thread, green hides, petroleum, cured fish, bicycles, machinery, sewing machines, cotton goods, and furniture. Many American products are already very popular in Greece, and although the British and German merchants have a firm hold upon much of the Greek trade, with a good and regular line of transportation, our exporters could easily build up a good traffic here.

Let me repeat some of the advice given in previous reports to American exporters to Greece: (1) Do not burden the mails with catalogues printed in the English language, as they are nearly useless; send only those printed in Greek or French. (2) Send live agents here; do not depend upon native agents or residents of other nationalities. (3) Ship only your best goods or products; many American exporters ruin their foreign trade by sending over inferior goods. (4) Pack goods securely. (5) Ship by the most direct, reliable lines having reasonable rates. Many complaints come to this consulate of the carelessness of American exporters as regards the shipment of their goods or products.

TABLE No. 1.—*Manufactories in operation at Piraeus, Greece, in 1900.*

Industry.	Number.	Industry.	Number.
Distilleries (mostly cognac)	27	Nail factories	8
Chair factories	20	Rope factories	3
Steam flour mills	14	Paper mills	2
Cloth and cotton mills	10	Tanneries	2
Machine shops and iron foundries	9	Dynamite factories	2
Macaroni factories	9	Match factories	1
Dyeing works	8	Glass factories	1
Soap factories	5		

TABLE No. 2.—*Movement of foreign shipping at Piraeus, 1898 and 1899.*

Flag.	1899.				1898.			
	Entered.		Cleared.		Entered.		Cleared.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Austrian	230	279,304	230	279,304	169	198,331	150	153,818
Italian	189	269,426	186	262,696	170	247,259	157	231,213
French	144	218,102	144	218,102	138	197,389	166	247,543
British	174	212,994	164	191,501	115	168,347	102	135,015
Russian	65	190,065	66	191,947	114	277,519	112	267,854
Turkish	282	109,665	351	120,225	80	43,381	80	43,381
German	62	72,877	47	65,058	47	62,804	32	37,686
Egyptian	25	23,825	27	25,731	98	95,645	103	97,804
Dutch	28	22,961	22	16,576	24	21,565	24	21,565
Swedish and Norwegian	9	8,747	5	4,781	6	6,661	6	6,661

TABLE No. 3.—*Value of Greek imports.*

Articles.	1899.	1898.	1897.
Cereals	$7,014,349	$7,423,386	$6,628,166
Woolen and cotton goods	4,165,551	6,304,596	4,074,256
Lumber and wood	1,828,339	1,541,945	523,777
Coal and other crude minerals	1,782,090	3,250,600	2,422,190
Cod and other cured fish	1,326,221	1,369,806	1,033,374
Metals	1,248,138	1,265,400	557,124
Animals	1,113,556	1,012,286	328,108
Druggists' materials and chemical products	760,738	1,077,160	998,431
Green hides	543,323	689,651	693,434
Sugar	584,880	725,634	635,992
Paper	546,102	596,003	328,304
Coffee	496,746	553,109	550,902
Glass, crystals, and pottery	428,040	421,748	234,000
Rice	378,607	435,578	534,064
Leather and worked bone	275,839	222,517	209,802
Colors and dyes	188,580	434.668	427,570
Other articles	2,534,536	2,989,039	2,551,357
Total	25,617,181	30,406,726	22,952,305

TABLE No. 4.—*Value of Greek exports.*

Articles.	1899.	1898.	1897.
Dried currants	$7,601,590	$7,558,354	$6,358,351
Crude minerals	4,760,002	4,192,157	3,885,849
Wine	1,296,184	906,161	1,140,221
Olive oil	534,073	731,764	949,604
Figs	487,754	592,320	414,929
Tobacco	565,374	392,839	382,103
Nutgall	325,991	379,326	392,123
Cognac	289,777	233,106	195,809
Sponges	264,008	216,700	207,600
Gunpowder	124,360	164,317	20,256
Olives	173,951	140,869	177,651
Silk	188,011	135,497	150,587
Cocoons	170,068	114,113	16,324
Emery stone	93,567	107,245	60,135
Fruit	52,061	65,713	36,684
Tanned hides	85,847	25,937	....
Earth of Santorin	82,231	55,534	....
Soap	63,538	57,741	....
Cheese	21,601	18,424	....
Worked marble	5,400	4,700	....
Crude marble	3,940	16,708	....
Other articles	1,731,173	1,778,239	1,701,552
Total	18,933,122	17,887,617	16,146,814
Imports exceed exports	6,784,059	12,519,106	6,805,491

TABLE No. 5.—*Greek imports and exports in the first three months of 1900.*

IMPORTS.

Articles.	Value.	Articles.	Value.
Cereals	$1,373,809	Paper	$146,989
Thread and cotton goods	752,543	Hides	95,450
Coal and other minerals	537,308	Glass, crystals, and pottery	89,358
Metals	283,099	Sugar	84,450
Cod and other cured fish	271,689	Rice	71,434
Lumber and wood	222,956	Leather and worked bone	66,522
Animals	215,437	Colors and dyes	27,942
Druggists' materials and chemical products	198,596	Other articles	1,049,223
Coffee	199,908	Total value	5,690,740

EXPORTS.

Currants	$1,236,454	Figs	$33,873
Minerals	1,169,484	Soap	14,517
Wine	429,787	Gunpowder	7,896
Tobacco	207,662	Cement	7,841
Olive oil	123,856	Leather	5,810
Nutgall	92,305	Cocoons	230
Cognac	56,296	Other articles	428,450
Silk	45,932		
Sponges	34,460	Total value	3,894,866

Imports exceed exports $1,795,974.

TABLE No. 6.—*Value of imports and exports of Greece, by countries.*

Countries.	1898.		1897.	
	Imports.	Exports.	Imports.	Exports.
Great Britain	$9,379,688	$5,605,045	$5,897,382	$5,362,660
Russia	7,224,620	512,919	5,815,844	486,985
Turkey	3,926,139	2,156,866	1,748,895	973,778
Austria-Hungary	3,504,139	1,748,932	2,316,791	1,617,193
France	2,632,943	2,044,956	2,337,367	1,528,301
Germany	2,359,197	1,100,983	1,510,092	946,738
Italy	1,160,460	868,289	555,668	1,046,685
United States	982,009	801,807	778,132	728,857
Belgium	900,999	1,806,740	590,338	1,543,349
Holland	260,563	1,138,204	153,317	1,299,975
Egypt	163,676	675,667	883,575	429,495
Roumania	104,982	114,151	113,763	168,344

TABLE No. 7.—*Greek tobacco monopoly, showing amount of tobacco and snuff manufactured by the Government.*

Articles.	1899.	1898.	1897.
	Pounds.	*Pounds.*	*Pounds.*
Tobacco	3,506,738	3,233,629	3,020,129
Snuff	142,437	128,708	102,137
Total	3,649,175	3,362,337	3,122,366

TABLE No. 8.—*Receipts of the Greek Government for its monopolies, 1897–1899.*

Articles.	1899.	1898.	1897.
Salt	$310,144	$308,498	$301,171
Petroleum	716,621	639,660	607,910
Matches	155,221	142,177	128,478
Playing cards	38,980	37,999	54,884
Tobacco and snuff	932,044	859,091	796,937

TABLE No. 9.—*Rate of exchange in Greece, showing the values of gold francs and United States dollars, from 1889 to 1899, inclusive.*

Years.	Average value of 1 gold franc in paper drachmas.	Average value of 1 United States dollar in paper drachmas.
1899	1.56	7.96
1898	1.47	7.50
1897	1.68	8.57
1896	1.75	8.93
1895	1.80	9.18
1894	1.75	8.93
1893	1.61	8.21
1892	1.44	7.34
1891	1.33	6.78
1890	1.23	6.27
1889	1.22	6.22

DANIEL E. MCGINLEY, *Consul.*

ATHENS, *November 31, 1900.*

ITALY.

Consul Cramer sends from Florence, September 8, 1900, the following table, showing the trade of Italy (figures being expressed in round numbers) since 1890:

Imports into and exports from Italy during ten years, 1890–1899.

Countries.	1890.		1891.		1892.		1893.		1894.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
United States	$16,000,000	$15,000,000	$14,000,000	$14,000,000	$16,000,000	$20,000,000	$19,000,000	$16,000,000	$22,000,000	$18,000,000
Argentina	3,000,000	6,000,000	3,000,000	5,000,000	4,000,000	5,000,000	3.000,000	7.000.000	4,000,000	6,000,000
Austria-Hungary	29,000,000	18,000,000	24,000,000	19,000,000	24,000,000	21,000,000	24,000,000	24,000,000	23,000,000	25,000,000
Belgium	7,000,000	7,000,000	5,000,000	5,000.000	5,000,000	5,000,000	5,000,000	4,000,000	5,000,000	4,000,000
France	32,000,000	32,000,000	29,000,000	30,000,000	34,000,000	29,000,000	32,000,000	29,000,000	26,000,000	29,000,000
Germany	28,000,000	24,000,000	27,000,000	26,000,000	29,000,000	29,000,000	30,000,000	29,000.000	28,000,000	28,000,000
Great Britain	64,000,000	22,000,000	52,000,000	23,000,000	49,000,000	28,000,000	48,000,000	21,000,000	48,000,000	24,000,000
India	20,000.000	3,000,000	18,000.000	3,000,000	13,000,000	8,000,000	14,000,000	3,000.000	15,000,000	3,000,000
Russia	24,000,000	2,000,000	18,000,000	3,000,000	25,000,000	2,000,000	26,000,000	2,000.000	14,000,000	3,000,000
Switzerland	11,000,000	34,000,000	10,000,000	30,000,000	10,000,000	35,000,000	10,000,000	37,000,000	9,000.000	41,000.000
Sundry	29,000,000	17,000,000	24,000,000	18,000,000	25,000,000	20,000,000	24,000,000	19.000,000	21,000,000	23,000,000

Countries.	1895.		1896.		1897.		1898.		1899.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
United States	$24,000,000	$20,000,000	$24,000,000	$17,000,000	$25,000,000	$18,000,000	$33,000,000	$22,000.000	$34,000,000	$24,000,000
Argentina	5,000,000	7,000,000	5,000,000	11,000,000	5,000,000	7,000,000	7,000,000	18,000,000	7,000,000	19,000,000
Austria-Hungary	25,000,000	23,000,000	26,000,000	24,000,000	27,000,000	28,000,000	26,000,000	29,000,000	32,000,000	31,000,000
Belgium	5,000,000	4,000,000	6,000,000	4,000,000	6,000,000	5,000,000	6,000,000	5,000.000	7,000,000	5,000,000
France	32,000,000	27,000,000	27,000,000	31,000,000	32,000,000	23,000,000	23,000,000	29,000.000	31,000,000	40,000,000
Germany	29,000,000	34,000,000	29,000,000	32,000,000	30,000,000	36,000,000	32,000,000	38,000,000	37,000,000	48,000,000
Great Britain	47,000,000	23,000,000	46,000,000	22,000,000	45,000.000	23,000,000	51,000,000	23,000,000	60,000.000	30,000,000
India	12,000,000	4,000,000	13,000,000	5,000,000	12,000,000	4,000,000	14,000,000	4,000,000	15,000,000	5,000,000
Russia	20,000,000	3,000,000	25,000,000	3,000,000	20,000,000	3,000,000	38,000,000	2,000.000	39,000,000	3,000,000
Switzerland	9,000,000	37,000,000	9,000,000	34,000,000	9,000,000	37,000,000	8,000,000	37,000,000	12,000,000	49,000,000
Sundry	25,000,000	25,000,000	25,000,000	27,000,000	28,000,000	34,000,000	46,000,000	34,000.000	49,000.000	39,000,000

CASTELLAMARE.

I give below statement of the exports from this consular district for the six months ended June 30, 1890:

Articles.	Value.	Articles.	Value.
Bologna sausages	$182.54	Oranges	$18,803.37
Cheese	33,700.46	Sundries	2,190.36
Chestnuts	774.63	Papers	256.04
Chick-peas	485.33	Walnuts	6,225.86
Garlic	2,664.94	Wine	1,716.70
Hams	1,828.20		
Lemons	10,046.58	Total	337,413.35
Lupins	338.67	Total for same period 1899	361,239.55
Macaroni	248,590.08		
Olive oil	9,609.59	Decrease	23,826.20

JOSEPH E. HAYDEN, *Consul.*

CASTELLAMARE, *August 10, 1900.*

CATANIA.

During the past year, the agricultural conditions of this district, with the exception of grape growing, have been the best for many years, and in many of the more important productions of the soil abundant harvests have been gathered, for which advanced prices were realized.

The almond crop suffered severely through frost and gales in March and April, and yielded only about one-third of an average crop. From August to October, the shipments from Catania were 10,900 bags, against 21,600 bags for the same period last year. The almond stock throughout the island is reported to be small. The damage sustained here and at Bari, together with the reported losses in other almond-producing countries, has caused much speculation. Prices ranged as follows: January to March 15, $17.15 to $17.70; end of March, $19.68; April, $20.50; May, $21.25; June, $22.35; July, $24.85; August, $25.25; September, $28.65 to $31.00; October, $29.90 to $27.70; November, $26.25, for 112 pounds f. o. b. Catania.

Filberts.—In this consular district, the crop is estimated at from 20,000 to 22,000 bags of 100 kilos (220.46 pounds). The bulk of the crop is already shipped, and only a few thousand bags remain. The prices were very high lately—$12.87 to $14.34 in August, $14.95 to $15.75 in September, $16.15 to $16.75 in October, $15.75 to $15.20 in November, all per bag of 220 pounds.

Mustard seed.—A large crop was anticipated, but during the gathering season in June, considerable damage was done by rains, and the quantity turned out was less than expected.

Wheat.—The large wheat crop will be of great benefit to all Sicily, and will, in a measure, make up the loss sustained by the failure of the wine crop.

Wine.—On account of the wet early summer, the vines and grapes suffered with "Peronospora," and the wine production will not exceed 2,500,000 hectoliters, while the usual production amounts to 5,000,000 hectoliters (132,000,000 gallons). The crops of central and lower Italy are equally as poor as the Sicilian, while that of upper Italy are good. The quality is also inferior, the alcoholic strength being 2° to 3° less than usual.

Sulphur.—The option of the Anglo-Sicilian Sulphur Company upon the renewal of the existing five-year contract with the mine owners and lessees expires on the 31st of January, 1901. From an original control of about 80 per cent of the entire production of Sicilian sulphur, the opening of new mines has reduced the proportion in the hands of the sulphur company to about 55 per cent. During the last few months the company has submitted a new contract to all producers, but thus far its efforts at coalition have been without success, and it is not expected that any of the "outsiders" will sign the contracts submitted. Prices have advanced in the last two weeks, and the general opinion at this time is that the company will renew the present contracts.[1] If this is done, a further advance in prices is expected. The total exports from Sicily have again increased, and for the year exceed 500,000 tons, the highest figure ever attained.

Oranges and lemons.—The fruits are healthy and well developed, but slow in ripening on account of rains in the early summer. The amount available for export will be: Oranges, 800,000 boxes; lemons, 1,500,000 boxes.

Coal.—Prices have declined, the cost at present, c. i. f. Catania, being as follows: Cardiff, 32s. ($7.77); New Castle, 27s. ($6.56); Swansea, 33s. ($8.02). The stock of coal on hand at present is large.

TRADE STATISTICS.

The following statistics show a decrease of exports to the United States of $113,776 in 1899 and a decrease of imports from the United States of $68,400. While the latter figures indicate a loss of American trade, the reverse is the truth. The consumption of our goods is increasing constantly. This supposed decline is caused by the one item of petroleum, which formerly was shipped direct in sailing vessels, but now comes in small lots from the recently established agency at Naples, and therefore does not now enter as an American product. Dealers prefer the new arrangement, as it requires much less capital and space to conduct business.

Other American products that find large sales are lard, sewing machines, revolvers, and lubricating oils. The branch house in Catania of an American sewing machine company sold 714 machines last year, and one machinery supply firm sold 450 barrels of lubricating oil of American manufacture in 1899.

One sailing vessel from Maine with 30,437 bundles of shooks arrived here in December, consigned to Enrico Scheitlin. The manager of this firm informed me that after showing samples to packers, he had no trouble in disposing of the whole cargo. The same firm now has two other vessels on the way with a consignment of 60,000 bundles, and it is expected the first lot arriving will be disposed of without taking a single bundle to the warehouse.

I think there will be a gradual increase in consumption of American products in this district, even with the additional cost of transshipment.

ALEXANDER HEINGARTNER, *Consul.*

CATANIA, *November 15, 1900.*

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[1] See Advance Sheets No. 983.

Importations at the port of Catania from foreign countries during the year 1899.

Articles.	Austria.	France.	Germany.	Great Britain.	Greece and Malta.	United States and Canada.
	Lire.	*Lire.*	*Lire.*	*Lire.*	*Lire.*	*Lire.*
Spirits, beverages, oils, petroleum, etc	14,935.00	5,963.00	2,604.00	4,444.00	144,982.00	217,187.00
Colonials, spices, drugs, coffee, tobacco	22,438.00	1,977.00	1,882.00	34,595.00	587.00	15.00
Chemicals, medicines, resin, perfumery	49,846.00	56,624.00	76,239.00	357,154.00	22,383.00	36.00
Colors, dyewood, nutgall for tanning, varnish	12,225.00	2,198.00	8,036.00	2,155.00	6,873.00	
Hemp, jute, linen, fibrous plants	9,952.00	4,889.00	2,708.00	16,384.00	1,592.00	
Cotton, thread, and woven fabrics	20,627.00	3,438.00	31,654.00	18,688.00	339.00	10.00
Woolen fabrics	165,130.00	52,266.00	57,188.00	71,277.00	582.00	20.00
Silk, velvet, and thread woven fabrics	33,747.00	12,260.00	16,982.00	4,296.00	2,043.00	
Lumber, wood articles, shooks, straw, etc	1,271,640.00	20,161.00	3,492.00	8,908.00	5,938.00	61,950.00
Paper, printed matter, books, music	71,427.00	11,722.00	16,384.00	4,037.00	665.00	122.00
Hides, leather, belting, etc	10,402.00	57,886.00	170,588.00	71,264.00	826.00	
Minerals and metals, raw and manufactures thereof, hardware, machinery	146,338.00	58,458.00	59,004.00	376,502.00	3,341.00	1,923.00
Stone, coal, porcelain, glassware	21,565.00	45,955.00	10,836.00	2,351,750.00	67,850.00	
Grain, wheat, starch, flour and products thereof, vegetable products, dried fruit	129,881.00	42,794.00	34,871.00	1,023.00	9,394.00	109.00
Animals and their products, fish, etc	86,554.00	2,135.00	22,714.00	184,486.00	1,290.00	34,746.00
Sundries, rubber goods, toys, musical instruments	54,758.00	16,364.00	15,903.00	15,416.00	470.00	56.00
Precious metals		14.00				
Total lire	2,121,460.00	395,104.00	531,035.00	3,522,379.00	268,655.00	316,174.00
Total dollars	381,862.80	71,118.72	95,586.30	634,028.22	48,357.90	56,911.32
Total dollars 1898	270,203.00	62,224.00	123,754.00	495,418.00	66,094.00	115,311.00

Articles.	Holland.	Turkey.	Spain.	Russia.	All other countries.	Total.	
	Lire.	*Lire.*	*Lire.*	*Lire.*	*Lire.*	*Lire.*	*Dollars.*
Spirits, beverages, oils, petroleum, etc	388.00	6,816.00		68,102.00	17,160.00	482,581.00	86,864.58
Colonials, spices, drugs, coffee, tobacco	179.00	165.00		6.00	106,289.00	168,133.00	30,263.94
Chemicals, medicines, resin, perfumery	19,820.00	18.00			54,317.00	636,437.00	114,558.66
Colors, dyewood, nutgall for tanning, varnish	3,676.00	293,925.00			16,030.00	345,118.00	62,121.24
Hemp, jute, linen, fibrous plants	1,000.00	406.00		2,603.00	13,040.00	52,574.00	9,463.32
Cotton, thread, and woven fabrics	382.00	48.00	203.00		13,475.00	88,864.00	15,995.52
Woolen fabrics	5,982.00	13.00			6,491.00	358,949.00	64,610.82
Silk, velvet, and thread woven fabrics		486.00			1,794.00	71,558.00	12,880.44
Lumber, wood articles, shooks, straw, etc	68.00	9,381.00			91,114.00	1,472,652.00	265.077.36
Paper, printed matter, books, music	295.00	30.00			9,748.00	114,430.00	20,597.40
Hides, leather belting, etc	6,434.00	116.00			556,733.00	873,749.00	157,274.82
Minerals and metals, raw and manufactures thereof, hardware, machinery	71,827.00	476.00	50.00		67,840.00	785,759.00	141,436.62
Stone, coal, porcelain, glassware	2,805.00	64.00			5,266.00	2,506,091.00	451,096.38
Grain, wheat, starch, flour and products thereof, vegetable products, dried fruit	41,070.00	2,744.00		6,769,493.00	145,884.00	7,177,263.00	1,291,907.34

Importations at the port of Catania from foreign countries during the year 1899—Cont'd.

Articles.	Holland.	Turkey.	Spain.	Russia.	All other countries.	Total.	
	Lire.	*Lire.*	*Lire.*	*Lire.*	*Lire.*	*Lire.*	*Dollars.*
Animals and their products, fish, etc	17,013.00	248.00	....	97.00	23,152.00	372,435.00	67,038.30
Sundries, rubber goods, toys, musical instruments	1,197.00	79.00	....	....	1,137.00	105,375.00	18,967.50
Precious metals	....	....	....	....	....	14.00	2.52
Total lire	172,136.00	315,015.00	253.00	6,840,301.00	1,129,470.00	15,611,982.00	....
Total dollars	30,984.48	56,702.70	45.54	1,231,254.18	203,304.60	2,810,156.76	....
Total dollars 1898	16,181.00	67,625.00	8.00	1,586,971.00	....	2,948,451.00	....

Exportations from the port of Catania to foreign countries during the year 1899.

Articles.	Austria.	France.	Germany.	Great Britain.	Greece and Malta.	United States and Canada.
	Lire.	*Lire.*	*Lire.*	*Lire.*	*Lire.*	*Lire.*
Spirits, beverages, oils	4,296,287.00	1,841.00	58,479.00	34,717.00	10,681.00	198,062.00
Colonials, drugs, tobacco	18,761.00	106,574.00	58,587.00	69,250.00	4,517.00	34,787.00
Chemicals, medicines, resin, perfumery	44,957.00	198,908.00	81,673.00	723,729.00	82,194.00	215.00
Colors, dyewood, nutgall for tanning, etc	13,949.00	1,860.00	3,662.00	....	410.00	....
Hemp, jute, cordage, and vegetable fibers	....	....	....	....	935.00	....
Cotton, retwisted yarns, etc	....	....	....	....	4,538.00	....
Wool, hair	9,512.00	4,776.00	....	102,922.00	3,693.00	1,698.00
Silk, and articles of needlework	....	....	....	....	7,670.00	....
Wood, straw, cork, cane	4,372.00	2,854.00	1,006.00	605.00	24,599.00	....
Paper, books, lithographs	740.00	....	....	....	3,756.00	4,425.00
Hides and leather	17,700.00	58,962.00	56,201.00	99,432.00	21,815.00	1,019.00
Minerals, metals, and manufactures thereof	246.00	1,366.00	345.00	....	3,905.00	....
Stone, asphalt, marble, sulphur, earthenware, glassware	1,359,014.00	1,281,790.00	1,576,698.00	1,311,284.00	1,479,636.00	41,306.00
Cereals, flour, fruits, nuts, seeds	4,271,444.00	1,225,328.00	2,751,256.00	1,202,802.00	35,089.00	711,092.00
Animals and their products, salt fish, sponges, wax, cheese	43,892.00	1,855.00	19,360.00	3,168.00	129,202.00	....
Sundries	36,986.00	3,125.00	16,670.00	422,620.00	10,942.00	....
Total lire	10,117,860.00	2,889,239.00	4,623,937.00	3,970,529.00	1,823,682.00	995,604.00
Total dollars	1,821,204.80	520,063.02	832,308.66	714,695.22	328,258.76	179,208.72
Total, 1898, dollars	1,494,754.00	236,679.00	553,297.00	816,344.00	436,614.00	282,985.00

Exportations from the port of Catania to foreign countries during the year 1899—Cont'd.

Articles.	Holland.	Turkey.	Spain.	Russia.	All other countries.	Total.	
	Lire.	*Lire.*	*Lire.*	*Lire.*	*Lire.*	*Lire.*	*Dollars.*
Spirits, beverages, oils	26,029.00	101,053.00	....	....	748,781.00	5,475,990.00	985,667.40
Colonials, drugs, tobacco	96,565.00	668.00	....	....	26,708.00	416,417.00	74,955.06
Chemicals, medicines, resin, perfumery	158,732.00	456.00	....	....	112,782.00	1,403,646.00	252,656.28
Colors, dyewood, nutgall for tanning, etc	2,232.00	....	....	....	....	22,113.00	3,980.34
Hemp, jute, cordage, and vegetable fibers	....	....	....	....	....	935.00	168.30
Cotton, retwisted yarns, etc	....	13,630.00	....	....	....	18,168.00	3,270.24
Wool, hair	....	....	....	....	276.00	122,877.00	22,117.86
Silk, and articles of needlework	....	....	....	....	....	7,670.00	1,380.60
Wood, straw, cork, cane	....	3,464.00	....	2,192.00	12,508.00	51,600.00	9,288.00
Paper, books, lithographs	....	1,058.00	....	....	931.00	10,910.00	1,963.80
Hides and leather	....	....	....	....	6,049.00	261,178.00	47,012.04
Minerals, metals, and manufactures thereof	....	722.00	....	....	1,241.00	7,825.00	1,408.50
Stone, asphalt, marble, sulphur, earthenware, glassware	755,346.00	519,348.00	633,598.00	215,237.00	1,937,173.00	11,113,480.00	2,000,416.40
Cereals, flour, fruits, nuts, seeds	1,298,753.00	559,378.00	....	1,029,754.00	640,849.00	13,725,745.00	2,470,634.10
Animals and their products, salt fish, sponges, wax, cheese	....	6,492.00	....	....	27,485.00	231,454.00	41,661.72
Sundries	2,500.00	4,810.00	....	1,275.00	8,940.00	507,868.00	91,416.24
Total lire	2,340,157.00	1,211,079.00	633,598.00	1,248,458.00	3,523,723.00	33,377,816.00	....
Total dollars	421,228.26	217,994.22	114,047.64	224,722.44	634,270.14	6,007,996.88	....
Total, 1898, dollars	230,956.00	172,872.00	78,676.00	194,306.00	528,589.00	5,026,073.00	....

Movement of vessels to and from the port of Catania during the year 1899.

Nationality.	Sailing vessels.							Steamships.							Total.			
	Loaded.				Empty.			Loaded.				Empty.						
	Number.	Tonnage.		Crew.	Number.	Tonnage.	Crew.	Number.	Tonnage.		Crew.	Number.	Tonnage.	Crew.	Number.	Tonnage.		Crew.
		Vessels.	Merchandise.						Vessels.	Merchandise.						Vessels.	Merchandise.	
ENTERED.																		
Italian	1,628	51,659	57,043	7,892	232	17,510	1,388	828	708,565	58,440	25,299	143	90,063	2,595	2,831	867,797	115,483	37,174
Austro-Hungarian	1	85	44	5	2	179	13	124	96,945	4,223	3,079	16	14,981	817	143	112,190	4,267	3,414
Belgium												9	11,338	215	9	11,338		215
Danish								1	763	1,470	19	2	1,642	41	3	2,405	1,470	60
Greek	16	3,224	3,243	108	22	4,346	143	24	23,082	30,375	485	2	1,747	39	64	32,399	33,618	775
French												3	2,493	62	3	2,493		62
German								47	49,126	24,283	540	21	27,231	549	68	76,357	24,283	1,089
British								112	136,226	40,615	2,617	49	55,476	1,083	161	191,702	40,615	3,700
Norwegian								2	1,492	2,210	33	15	9,903	247	17	11,395	2,210	280
Hollandish								27	21,046	480	587	3	2,166	65	30	23,212	480	652
Turkish	2	321	126	13	4	690	28								6	1,011	126	41
Roumanian	1	134	121	6											1	134	121	6
Russian								1	910	1,672	19	7	16,316	261	8	17,226	1,672	280
Grecian Archipelago	6	497	414	33	2	282	12								8	779	414	45
Spanish					1	63	7								1	63		7
Swedish												3	2,294	54	3	2,294		54
Total	1,654	55,920	60,991	8,057	263	23,070	1,591	1,166	1,038,155	163,768	32,678	273	235,650	5,528	3,356	1,352,795	224,759	47,854
Total for preceding year	1,536	54,741	52,560	7,545	325	25,867	1,849	1,305	1,124,391	155,258	36,923	43	30,635	836	3,209	1,235,634	207,818	47,153

Movement of vessels to and from the port of Riposto during the year 1899.

Nationality.	Sailing vessels.				Steamships.				Total.			
	Number.	Tonnage.		Crew.	Number.	Tonnage.		Crew.	Number.	Tonnage.		Crew.
		Vessels.	Merchandise.			Vessels.	Merchandise.			Vessels.	Merchandise.	
ENTERED.												
Italian	190	7,118	2,439	1,019	460	308,047	283	11,434	650	315,165	2,722	12,453
Austro-Hungarian	....	......	......	......	83	66,466	11	2,064	83	66,466	11	2,064
Greek	....	......	......	......	1	645	....	18	1	645	....	18
British	....	......	......	......	20	24,860	36	471	20	24,860	36	471
Other countries	....	......	......	......	1	489	....	18	1	489	....	18
Total	190	7,118	2,439	1,019	565	400,507	330	14,005	755	407,625	2,769	15,024
CLEARED.												
Italian	188	7,011	4,132	1,011	460	308,047	45,260	11,434	648	315,058	49,292	12,445
Austro-Hungarian	....	......	......	......	83	66,466	6,320	2,064	83	66,466	6,320	2,064
Greek	....	......	......	......	1	645	123	18	1	645	123	18
British	....	......	......	......	20	24,860	3,445	471	20	24,860	3,445	471
Other countries	....	......	......	......	1	489	160	18	1	489	160	18
Total	188	7,011	4,132	1,011	565	400,507	55,308	14,005	753	407,518	59,440	15,016

The wine trade of Italy, January 1 to October 1, 1900.

To and from—	Importation.	Exportation.
	Gallons.	*Gallons.*
Austria-Hungary	512,543	17,534,284
France	32,810	1,920,595
Germany	5,046	1,884,483
Greece	239,893	....
Samos	357,581	....
Spain	22,454	....
Turkey	1,221,759	....
England		426,053
Malta		1,802,353
Switzerland		5,225,864
African countries		524,272
North America		273,839
Central and South America		6,157,908
Other countries	26,998	1,520,430
Total	2,419,084	37,270,081

Kinds exported in casks: Vermuth, 228,296 gallons; Marsala, 903,276 gallons; common, 36,138,509 gallons; total, 37,270,081 gallons.

Exportation for same period of 1899, 37,843,858 gallons.

Exportation of wine in bottles, first nine months of 1899, 2,747,400 bottles; same period of 1900, 3,118,200 bottles.

Importation of wine in bottles, January 1 to October 1, 1900, 197,500 bottles, mostly from Germany.

Export of rock asphalt from Sicily.

Whence exported.	1899.	Jan. 1 to June 30, 1900.
	Tons.	*Tons.*
New York	5,700	5,700
New Orleans	....	2,200
Canada	4,900	....
London	7,100	2,000
Hamburg	25,610	16,410
Austria	400	600
France	6,500	5,550
Holland	500	....
Italy	350	....
Total	51,060	32,460

Export of sulphur.

[Tons of 13 cantars (2,275 pounds).]

To—	From Catania.		From balance of Sicily.	
	1899.	Jan. 1 to Nov. 1, 1900.	1899.	Jan. 1 to Nov. 1, 1900.
America	1,075	660	129,817	135,559
England	9,292	7,456	20,047	19,217
Belgium	1,092	741	7,928	7,773
Netherlands	6,583	10,645	6,582	11,049
Germany	11,979	14,887	27,102	26,033
Norway, Sweden, and Denmark	4,562	6,876	14,109	21,312
Russia	2,400	1,782	19,216	18,344
Spain	5,708	4,088	7,988	5,806
Portugal	8,064	8,663	12,595	12,625
France	12,265	9,333	100,812	83,723
Austria	12,010	14,330	17,568	18,856
Greece and Turkey	17,836	16,544	18,229	17,892
India	1,433	1,317	1,433	1,317
Sundries	3,842	2,602	9,687	4,224
Italy	51,076	54,168	86,384	79,002
Total	149,217	154,092	479,497	462,732
Stock on hand Oct. 31	66,385	54,692	254,600	218,000

PORT OF SYRACUSE.

Movement of vessels to and from the port of Syracuse during the year 1899.

Nationality.	Arrivals.		Departures.	
	Number.	Tonnage.	Number.	Tonnage.
STEAM VESSELS.				
Italian	206	158,214	205	157,853
Austrian	323	173,101	323	173,101
Hollandish	3	2,438	3	2,438
French	1	612	1	612
German	11	12,363	11	12,363
British	44	53,615	45	54,885
Russian	1	1,162	1	1,162
	589	401,505	589	402,414
SAILING VESSELS.				
Italian	678	23,956	688	24,692
Total	1,267	425,461	1,267	427,106

FLORENCE.

The increase of imports from and exports to the United States during the fiscal year ended June 30, 1900, is most gratifying.

The declared value of exports was $1,333,602, representing an increase of $392,491 over last year. One million dollars are from exports of straw hats, plaits, and chip laces. Skins and hides are shipped to New York, while leather is imported from there. Paintings and statuary, formerly staple articles of export, are not now so much looked after; instead, antiquities and majolica ware are given more attention.

Oil, resin, tobacco, cotton, bicycles, leather, tools, locks, agrarian machines, dynamos, watches, asbestus, corn, salted meat, lard, india-rubber goods, books of United States production, coming directly, or indirectly through different seaports of Italy or of Europe, are in the Florence market, and I venture to say that all give full satisfaction as to the quality.

Among various kinds of American machinery in use here I may mention a stitching and a binding machine, made by the Smith Manufacturing Company, Hartford, Conn., purchased by a Florentine printer, who says it is dear in price but cheap in work, saving him fifty female hands.

A hand digging and weeding machine, laying new mold about beet roots, Planet's system, No. 12, made in Philadelphia, Pa., and exhibited at Ferrara on May 21 last, in competition with others, was awarded the first prize.

WORKS OF ART.

From an official publication, issued in February last, concerning the exportation of ancient and modern works of art during the third quarter of 1899, I find that in the three summer months there were exported to foreign countries 11,811 articles, the declared value of which was $233,678. Florence alone contributed 6,982 objects, valued at $139,969.

GALLERIES.

From an official pamphlet, giving an account of the Government galleries and their visitors during the third quarter of 1899, there seem to have been fewer foreigners than usual in Italy. It appears that there were 34,985 visitors, and $6,779 fees were collected.

With regard to Florence, the galleries designated and fees collected were as follows:

Gallery.	Visitors.	Fees collected.
Uffizi Gallery	8,579	$1,719
Pitti Gallery	5,357	1,068
Academy of Fine Arts	2,002	398
National Museum	3,315	660
Total	19,253	3,845

PATENTS.

Applications for United States patents, two of which were made by an American citizen residing in Florence, were recorded during the last fiscal year for the following purposes: Meters for electric lamp, new meter, cinematograph, acetylene generator, gas generator, calcium carbide, electric underground traction.

AGRICULTURE.

Indian corn.—The aggregate production in 1899 is estimated at 31,000,000 hectoliters (85,000,000 bushels), a little more than 5,000,000 hectoliters (13,000,000 bushels) over the normal average, this district yielding 4,054,000 hectoliters (11,143,000 bushels.)

In 1899, Indian corn was imported from the United States to the amount of 8,180 tons, against 32,386 in 1898.

Olive oil.—The production of olive oil for the year 1899–1900 is estimated at 920,000 hectoliters, equal to 24,303,640 gallons, which is below the average.

In some districts, the blossoms of the olive tree were deficient; in others, the drought stopped the development of the fruit, which remained ligneous. The *Mosca olearia* made its appearance all over Italy, destroying almost completely the olives, which produced little oil and that of a poor quality.

The following statement shows the production of olive oil in this district during the past four years:

	Hectoliters.		Gallons.
1896-97	55,375	=	1,462,841
1897-98	38,400	=	1,014,412
1898-99	148,000	=	3,909,716
1899-1900	37,000	=	977,429

Wine and olive oil market.—Two years ago, the local chamber of commerce started a limited exhibit during the month of April of Tuscan wines and olive oil, inviting all the producers of this district to send samples, so as to encourage native and foreign purchasers in this line to come into direct contact with the owners and sellers and to satisfy themselves about the genuineness of the articles, quality, color, and savor. This modest project met with many responses and has increased trade.

Rice.—Owing to hygienic considerations, the rice culture is on the decrease, and the last crop (1899) amounted to 6,650,000 hectoliters (18,240,000 bushels). This district contributes only 488,000 hectoliters (1,282,000 bushels), grown in Emilia, Bologna.

An experiment, on a comparatively large scale, is to be made at Ravenna next season with rice from North Carolina.

Wheat.—In 1899, the production of wheat amounted to 48,500,000 hectoliters (133,000,000 bushels), of which 8,000,000 hectoliters (22,000,000 bushels) were derived from this district.

It is stated that the crop exceeded by 3,000,000 hectoliters (8,000,000 bushels) the general yearly average, but that the excess is due to the increased acreage devoted to the growing of wheat.

According to latest information, the crop of this year is about one-fifteenth below the previous one.

Beet roots.—The experiments made last year in this culture proved to be a failure, and the farmers who were bound only for one year are now resuming the culture of Indian corn; but those who were engaged for a quinquennium must continue to supply beet roots at the ridiculous price of $0.40 per 220.46 pounds avoirdupois.

MUNICIPAL CHEMICAL LABORATORIES.

These laboratories, 36 in number, are established in the most important cities, for analyzing and testing the wholesomeness of agrarian products, liquids, provisions, meat, cheese, etc., in the market—one in Reggio Emilia, for the provinces of Piacenza, Parma, and Reggio Emilia; one in Bologna, one in Ferrara, and one in Modena; one in Forli, for the provinces of Forts and Ravenna; one in Florence, for the provinces of Florence and Arezzo—besides many others of a private character.

At Piacenza, there is settled a company for the production of artificial or chemical manure. Nowadays much attention is attracted in that direction, and, although everyone understands that chemical manure, a prescription beneficial to a ground with one culture, may injure that very soil under a different cultivation, the use of such manure, properly tested and classified, is becoming popular. The chambers of commerce and agrarian committees favor such a development by having transportation reduced to farmers.

ARBOR DAY.

The Italian Government, considering the destruction of forests, decided to appoint an arbor day after the American idea, so that last autumn the pupils of normal and secondary schools, after the period of examinations, had a day devoted to the planting of trees.

In this district the occurrence caused great enthusiasm, and the officers of the forestry school at Vallombrosa contributed largely to the success of the fête.

An innovation in primary schools in Italy is that in every commune of the Kingdom agrarian lessons must be taught, therefore all schools are to have a small ground or field for practical work. Here in Tuscany, such "campicelli" have been secured through donations more than by purchase.

STRIKES.

Two strikes took place in Florence during the last fiscal year. First, the personnel of the Electric Tramway Company objected to fines assessed upon them for any little infraction in the service of fourteen hours per diem. The representatives of the Belgian Company were not inclined to make any allowance, and after ten days the prefect stopped the tramway service, until principals and underlings arrived at an understanding. Controversies were submitted to a committee and work resumed after twenty-four hours, the day's work being agreed upon at twelve hours. The company does a profitable business.

Second, the females engaged in making cigars and cigarettes in the two Government factories at Florence made a strike in June last, under the pretext that one of them was transferred from one factory to the other and applied to a less remunerative work. After ten days the work was resumed.

At Molinella (Bologna), in August last, several hundred workmen, ready to harvest Chinese rice, refused to work unless assured wages for the whole season. The prefect being informed of this fact, ordered 300 soldiers to substitute the laborers, and 2,000 more to follow, partly to maintain the public order.

EDWARD C. CRAMER, *Consul.*

FLORENCE, *September 8, 1900.*

LEGHORN.

No better evidence of Leghorn's commercial vitality is wanted than the almost uninterrupted advance it has made in its exports and imports since the financial disaster it underwent in 1891. The year 1899 marks a still further improvement, and the increase over 1898 is larger than in any one year since that time. In 1899, the total of imports and exports amounted to $24,615,558, an increase over the previous year of $3,656,988. This very satisfactory sum is, as will be seen by reference to the annexed table, arrived at by an increase in imports of $1,972,002 and in exports of $1,684,986. It is true that an advance of about 10 per cent in the official valuations on all manufactured products was made, but notwithstanding this, a considerable improvement is due to normal conditions.

TRADE WITH THE UNITED STATES.

Exportations to the United States show a most decided increase, amounting in the aggregate to $1,621,816.25, an advance over the previous year of $299,258.11. This is especially gratifying to the local merchants and a well-earned compensation for their persistent and intelligent activity in our markets.

Importations from the United States were less than in the preceding year, but only by a very small margin. The total value was $2,099,717.30 as against $2,115,699.89, or a decrease of about $16,000. This falling off, though slight, is at first glance not encouraging. The importations in 1898 were, however, abnormally large and the increase over 1897 exceptional. The fact, therefore, that in the year past the high figures reached in 1898 were practically equaled is gratifying, and should encourage our manufacturers and producers to further efforts in this market. I would call especial attention to some of the more prominent imports, in which our share might be increased.

SULPHATE OF COPPER.

In previous reports, I have mentioned this as an article for which there was a large and constantly increasing demand in Tuscany. The trade has been heretofore practically monopolized by Great Britain, but during the past year, a more determined effort was made by our manufacturers to secure a large portion of the business, with successful results. In 1897, the importations here of this article amounted in round figures to $300,000, of which we secured but about 3 per cent. In 1898, the importations rose to $318,000, and of this amount shipments from the United States reached a total of $76,000, or nearly 24 per cent. England shipped the balance. It is important to mention here that we shall doubtless in the near future find additional and formidable competition in this article from Italian manufacturers. The Società Metallurgica of Leghorn is at present erecting a plant for the manufacture of sulphate of copper, and as Italy annually produces some 26,000 tons of copper, it is reasonable to suppose that this company will depend for its raw material on the home products. The success or failure of this undertaking can not at present be foreshadowed, but it is an important question and one on which I shall report fully in future, as developments require.

COAL.

Too much importance can not be given to this subject. Attention was called to it in my last annual report[1] and in a recent special report, the opportunities for a greatly enlarged market for coal were emphasized.[2] Particular attention was called to the demand in this section, and the present as a most opportune time for securing a share of the trade. Further investigation reveals interesting facts which it is important to consider. In 1899, Italy imported 4,859,556 tons of coal, of a total value, f. o. b. ports of entry, of approximately $30,000,000. It was received from the various sources as follows:

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[1] Commercial Relations, 1899, Vol. II.

[2] Special Consular Reports, Foreign Markets for American Coal.

	Tons.
Austria-Hungary	130,299
Belgium	18,963
France	11,000
Germany	38,421
Great Britain	4,652,831
Other countries	8,042
Total	4,859,556

Statistics as to the exact amount received from the United States are not available, but if we consider that the entire quantity arriving, according to the above, from "other countries" was shipped by our mines, it is readily seen how small our share in this trade is. In 1899, there were received at Leghorn 323,075 tons, of which 846 tons were of American origin. This amount, however small, is an advantage secured and one which should be followed up, and I can do no better than quote from a recent report made by my colleague, the British consul here, to emphasize its importance:

> The coal famine which set in last November has had the effect of attracting American coal to this market. The high price which British coal has now attained more than made up for the handicap in freight with which American exporters have had to contend. It is probable, however, that the quantity imported would have been considerably larger had the consumers here not been somewhat chary of buying a new kind of coal of the qualities of which they knew nothing, especially as at first, the difference in price as compared with British coal was slight. At present, however, American coal is about 12 shillings ($2.91) a ton cheaper f. o. b., while the freight from the United States to Leghorn is about 4 shillings (97 cents) above that from the United Kingdom, thus leaving American coal a margin of about 8 shillings ($1.94) a ton. Of course, when the British market regains its normal condition, United States coal will again be at a disadvantage, unless favored by an exceptional condition of the American freight market, but having once gained a footing, it is conceivable that it may continue to be imported by liners, which may prefer to fill up with coal at an exceptionally low rate to returning to the Mediterranean with incomplete cargoes, as sometimes happens.

The gist of the matter appears to be in our ability to obtain a footing here and a reduction in the present high freight rates. The former can be done by the selection of reliable agents on this side and providing them with samples. I am reliably informed that a recent cargo of American coal arriving at Genoa, bought without sample, was found to be mainly dust, and in consequence, an offer by a local agent to supply a full cargo at 30 shillings ($7.29) f. o. b., Genoa or Leghorn, was not accepted, the importer refusing to buy without first seeing a satisfactory sample, although otherwise he would have taken the cargo at the price named. The 850 tons of American coal received here last year, sold to the Government for use in the navy, were found satisfactory, and the local agent now has some 12,000 tons additional contracted for by private parties, which will arrive shortly.

GENERAL.

Italy is making constant progress in the development of its manufacturing industries, especially in the northern section. This offers a more extended market for machinery, tools, labor-saving devices, etc.

Automobiles are gradually becoming popular and are to be seen in all the larger cities, but comparatively few are of American make. In fact, but little is known regarding our productions in this line. The sales of bicycles in this section could be largely increased by improved and more energetic methods. The latest and best agricultural machinery, with its merits practically demonstrated, will find a market in Italy. The Germans and English are alive to the conditions and their enterprise is apparent on every side. Their agents are to be found in every part of the country, introducing goods, studying the needs of the people, and displaying activity in every branch of industry. These are the methods we should adopt to secure a larger and more profitable market in Italy.

THE OLIVE CROP.

Olive oil constitutes the largest single export from this section to the United States, and shipments during 1899 amounted to $464,551.44, fully 25 per cent in excess of those of the previous year. The outlook for the present year is, however, not encouraging. Olive growers and merchants here had an unfortunate experience last year in the almost entire failure of the crop and the consequent scarcity of oil. This failure was all the more disappointing in that the olives appeared to be in good condition up to within a brief period of the maturing of the fruit. The trees flowered well and all Italy was looking for a successful season and an abundance of oil. The promised crop began to suffer during the late summer by the sudden appearance of the much-dreaded fly, the "dacus oleæ." This great enemy of the olive attacked the fruit almost simultaneously in nearly every district from southern Italy to the French Riviera.

The Government has taken the matter of exterminating the olive fly into serious consideration, and has instituted in the principal olive districts scientific investigations as to the best means of preventing its ravages. Whether these labors will meet with the desired success remains to be seen. The insect is little understood and the methods of dealing with it so far have had no material effect.

The Kingdom of Italy is divided into 12 agrarian districts, made up of 69 provinces, 50 of which cultivate the olive. A normal production may be given at about 70,000,000 gallons yearly. Last year's yield can only be estimated roughly as about 20,000,000 gallons. The oil still being exported from this district is largely what is left of the 1898 crop, which, fortunately for the present emergency, was abundant. At this early stage, it is premature to forecast what the olives of this season will be worth. The trees are only in flower, and though the prospects are favorable, the numerous enemies of the olives, as well as the dangers of storm and drought, may disappoint the hopes of those depending on the crop.

AMERICAN EXPORTING FIRM.

The New York firm of Chard, Howe & Steege Company, Limited, has recently opened a branch house here. This concern is a well-known importer of olive oil and Italian wines. The managers have started a large warehouse here for the storing, handling, and packing of their goods, which they buy directly from the producers throughout Tuscany. The business here is under the personal direction of Mr. Steege, and the experiment will be watched with interest. It is the first American house dealing in these very important articles to undertake such an enterprise in Italy, and it is to be reasonably expected that the advantage which American buyers of oil and wines will have in dealing directly with an American firm with headquarters at New York, avoiding thereby much delay in correspondence and execution of orders, will be appreciated and contribute toward making a success of the venture.

SHIPBUILDING.

Leghorn's largest industry, the shipyard of Orlando Brothers, employing from 2,500 to 3,000 men, has had an exceedingly busy year. Five new merchant vessels, ranging from 2,500 to 8,000 tons, destined for Italian navigation companies, are in course of construction, and the Italian crusier *Varese*, mentioned in a previous report,[1] is practically completed and ready for her armament.

CARRARA EXPORTS.

In the annexed tables, are given the figures showing the declared value of exports to the United States from Carrara. They reveal a slight increase over the previous year, but call for no special comment.

JAS. A. SMITH, *Consul.*

LEGHORN, *May 26, 1900.*

Principal articles of import at Leghorn from all countries during the years 1898 and 1899.

Articles.	1898.		1899.	
	Quantity.	Value.	Quantity.	Value.
Carbonate of soda .... cwt..	59,552	$59,812	69,598	$75,529
Coal .... tons..	319,314	1,449,130	323,075	1,978,185
Coffee .... cwt..	9,422	139.442	10,903	112,334
Cotton, raw .... do...	12,334	111,838	16,339	135,404
Cotton yarn and thread .... do...	232	8,361	364	29,252
Cotton tissues .... do...	1,134	50,257	1,313	60,502
Fish, cured .... do...	243,400	551,693	173,940	929,066
Hides and skins, raw .... tons..	2,359	837,198	2,321	1,036,001
Iron, pig and scrap .... do...	13,636	221,839	7,729	127,375
Jute, raw .... do...	2,063	134,344	2,047	147,267
Mineral oils .... do...	3,474	127,205	3,647	122,486
Sugar .... cwt..	10,992	30,375	8,034	22,239
Sulphate of copper and zinc .... tons..	3,301	299,619	3,506	318,189
Tobacco, leaf .... do...	4,411	1,218,513	4,532	1,207,117
Wheat .... do...	62,310	2,336,017	26,689	1,212,233
Wool, washed and unwashed .... cwt..	6,134	266,838	6,390	129,898
Wool yarns .... do...	830	49,275	509	29,670
Wool tissues .... do...	1,104	70,936	1,401	47,448

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[1] Commercial Relations, 1899, Vol. II.

Principal articles of exports at Leghorn to all countries during the years 1898 and 1899.

Articles.	1898.		1899.	
	Quantity.	Value.	Quantity.	Value.
Boracic acid...tons..	1,706	$50,616	2,610	$168,408
Borax...do...	335	29,699	315	23,653
Candied fruits...cwt..	30,967	488,823	17,680	436,865
Coral, worked...pounds..	28,358	350,819	23,578	308,196
Eggs...cwt..	7,018	76,170	8,460	114,827
Hemp, raw...tons..	9,457	1,418,225	10,196	1,528,965
Hides and skins, raw...do...	3,642	927,535	4,575	1,150,405
Marble and alabaster:				
Blocks and rough...do...	17,069	202,943	18,662	221,081
Worked...do...	14,405	493,912	13,958	516,185
Mercury...cwt..	4,811	213,587	4,460	220,624
Olive oil...do...	64,446	686,669	99,167	1,052,398
Pumice stone, limestone, etc...tons..	1,156	5,700	1,078	5,316
Rags, mixed...do...	2,534	174,979	2,846	262,794
Sienna earth...do...	1,699	33,554	1,933	45,776
Straw hats...number..	463,954	90,191	680,062	145,420
Wax...cwt..	2,786	77,055	2,058	76,447
Wine in barrels...gallons..	133,406	29,471	161,185	37,494
Wine in flasks and bottles...number..	470,015	127,915	400,135	116,450

Total value of imports and exports at Leghorn during the years 1898 and 1899.

Year.	Imports.	Exports.	Total.
1898...	$12,554,920	$8,408,649	$20,958,570
1899...	14,526,923	10,088,635	24,615,558

Increase, $3,656,988.

Declared value of exports from the consular district of Leghorn to the United States during the years 1898 and 1899.

[Value in United States gold.]

Articles.	1898.	1899.	Articles.	1898.	1899.
Alabaster works...	$11,883.91	$8,908.52	Macaroni...	$80.08	$637.37
Anchovies...	511.34	18,143.11	Marble:		
Antimony...		1,489.52	Blocks...	19,815.64	21,683.46
Aniseed...	43.14		Worked...	62.34	306.48
Argols...	168,416.49	148,759.19	Statuary...	203.60	166.08
Beans...		1,384.28	Cubes...		837.05
Beeswax...	13,802.90	5,638.03	Medicines...	139.26	617.94
Books...	965.83	1,031.68	Mushrooms...	996.61	2,279.73
Boracic acid...	12,193.14	18,690.42	Olive oil...	368,285.11	464,551.44
Brier wood...	87,720.50	40,446.05	Olive nuts...	3,159.60	4,235.80
Castor oil...	1,035.96	87.41	Orris root...	17,883.69	30,108.38
Chalk...	175.18		Plumbago...	1,221.83	1,283.61
Cheese...	93,248.79	143,260.66	Pumice stone...	11,353.87	16,590.82
Citron:			Pumice in bricks...	64.72	45.97
Candied...	1,353.90	7,803.02	Rags...	139,139.10	96,650.64
In brine...	7,548.97	10,833.81	Rice...	1,377.63	963.90
Fruits (dry)...	14,763.98	10,358.54	Sausages...	370.36	248.79
Furniture...	158.45	1,205.16	Seeds...		552.55
Garlics...		274.13	Sienna earth...	4,488.09	6,312.44
Glue...		161.92	Soap...	123,998.32	170,272.63
Glycerin...	1,511.77	8,071.11	Soap stock...	66,619.39	132,177.94
Herbs (dry)...	329.39	2,408.29	Talc...	11,992.97	10,724.88
Hemp...	98,347.77	26,331.84	Tow...	1,370.91	1,176.52
Hides (dry)...	8,710.51	37,392.64	Umber earth...	6,740.40	14,257.25
Iron ore...		130,884.17	Wine...	12,049.37	13,475.36
Juniper berries...	6,562.33	6,070.22	Miscellaneous...	1,591.02	2,299.00
Laurel leaves...	269.96	122.59			
Liquors...		99.89	Total...	1,322,558.12	1,621,816.23

Increase, $299,258.11.

Imports at Leghorn from the United States during the year ended December 31, 1899.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Bicycles......number..	18	$1,215.90	Sulphate of copper, kilos	632,748	$75,835.68
Corn..............kilos..	47,907	1,019.04	Seeds............kilos..	30,443	2,640.25
Corn flour.........do....	16,584	544.64	Salted meats ....do....	1,945	880.08
Cotton goods.....do....	21	1,763.06	Scrap iron and other metals ....kilos..	554,800	6,424.58
Coal................do....	846,357	5,061.62	Tobacco ....do....	4,599,707	1,340,490.56
Cotton-seed oil...do....	570,343	66,040.74	Varnishes ....do....	862	260.55
Greases ....do....	54,232	6,946.07	Wood in the log .do....	1,782,819	18,582.42
Hides (dry) ......do....	1,201	463.82	Wood, squared and sawed.........kilos..	20,800	312.08
Linen goods......do....	14,766	11,404.94	Wheat...........do....	4,765,255	181,118.92
Machinery ....do....	101,626	32,859.79	Wax ....do....	1,102	594.44
Mineral phosphates, kilos	4,610,052	53,383.80	Miscellaneous ...do....	....	3,631.74
Olive oil ....kilos..	2,527	497.36	Total.......	....	2,099,717.30
Oats...............do....	1,378,585	45,212.18	Total for preceding year	....	2,115,699.89
Paraffin ....do....	1,269,818	151,944.26	Decrease	....	15,982.59
Petroleum ....do....	1,131,701	45,885.16			
Pig iron ....do....	1,709,545	36,292.68			
Pig lead ....do....	101,600	7,843.52			
Sulphate of ammonia, kilos	10,530	567.42			

Declared value of exports from the consular district of Carrara to the United States during the years 1898 and 1899.

[Value in United States gold.]

Articles.	1898.	1899.	Articles.	1898.	1899.
Alabaster works.........	$42.85	$1,435.00	Marble, clippings	....	$691.80
Breccia blocks...........	1,422.58	1,232.25	Olive oil	....	26.20
Bronzes	72.55	....	Paintings in oil.........	....	114.85
Machinery	....	265.00	Pumice stone	$501.00	108.45
Marble:			Ropes	....	63.70
Blocks................	422,941.80	415,115.25	Stones	581.70	1,008.20
Worked	18,004.95	25,843.10	Wines....................	119.50	216.20
Statuary............	38,761.50	44,130.30			
Slabs	47,363.40	63,409.30	Total.............	542,693.90	561,999.55
Tiles..................	2,811.00	582.35			
Cubes	10,071.07	8,262.60			

Increase, $19,305.65.

Shipping at the port of Leghorn during the year 1899.

ENTERED.

Nationality.	Sailing vessels.		Steam vessels.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
British	5	563	356	477,463	361	478,026
Italian	2,949	142,362	1,065	897,259	4,014	1,039,621
Austro-Hungarian	1	532	8	8,534	9	9,066
Belgium	....	....	11	16,696	11	16,696
Dutch...............................	....	....	44	33,920	44	33,920
French..............................	1	69	178	96,519	179	96,588
German.............................	1	367	44	47,032	45	47,399
Greek	22	5,708	17	18,665	39	24,373
Norwegian.........................	2	732	15	13,583	17	14,315
Swedish............................	....	....	11	10,073	11	10,073
Other countries..................	1	718	42	62,802	43	63,520
Total..........................	2,982	151,051	1,791	1,682,546	4,773	1,833,597
Total for preceding year.....	2,649	130,571	1,765	1,702,427	4,414	1,832,998

Shipping at the port of Leghorn during the year 1899—Continued.

CLEARED.

Nationality.	Sailing vessels.		Steam vessels.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
British	6	731	351	470,688	357	471,419
Italian	2,954	142,587	1,061	892,618	4,015	1,035,205
Austro-Hungarian	1	532	7	7,449	8	7,981
Belgium	....	....	11	16,696	11	16,696
Dutch	....	....	44	33,920	44	33,920
French	1	69	178	96,519	179	96,588
German	1	367	44	47,032	45	47,399
Greek	20	4,978	17	18,665	37	23,643
Norwegian	2	732	15	13,583	17	14,315
Swedish	....	....	11	10,073	11	10,073
Other countries	....	....	42	81,755	42	81,755
Total	2,985	149,996	1,781	1,688,998	4,766	1,838,994
Total for preceding year	2,674	131,711	1,772	1,706,304	4,446	1,838,015

Changes in currency at Leghorn for the years 1898 and 1899.

	Value U.S. gold dollars in currency.	Value Italian currency (lira) in gold.		Value U.S. gold dollars in currency.	Value Italian currency (lira) in gold.
1898.			1899.		
January 31	105.08	18.3	January 31	107.68	17.9
February 28	105.18	18.3	February 28	108.08	17.8
March 31	105.88	18.2	March 31	107.73	17.9
April 30	107.08	18.0	April 30	107.58	17.9
May 31	107.43	17.9	May 31	107.25	17.9
June 30	107.13	18.0	June 30	107.03	18.0
July 31	107.68	17.9	July 31	107.53	17.9
August 31	107.53	17.9	August 31	107.48	17.9
September 30	107.88	17.9	September 30	107.33	17.8
October 31	108.30	17.8	October 31	106.90	18.0
November 30	107.03	18.0	November 30	105.88	18.2
December 31	107.55	17.9	December 31	107.23	17.9

SUPPLEMENTARY.

As supplemental to my report on the trade and commerce of this district for the year 1899, I submit the annexed tables giving the exportations to the United States from Leghorn and Carrara for the first six months of the current year. Statistics as to importations and other pertinent matter are not obtainable here for fractional parts of a year.

The decrease shown in exportations to the United States for the six months, in comparison with the previous year, is a large one. The shortage of the olive crop and the strong competition in soap stock by the producers in the south of Italy and Sicily account for a large percentage of this difference.

COAL IMPORTATIONS.

The prompt and energetic manner in which our coal producers and exporters have taken advantage of the abnormally high prices of Welsh coal to enter the Italian market, has been worthy of note. The recent formation of an Italian company at Genoa, with a large capital, for the exclusive importation and handling of American coal, and the frequent arrival of steamers there and at this port with large cargoes from the United States, indicate how favorably the coal is being received by consumers. The Italian market is a large one, and the demand, to keep pace with the activity shown in the constantly expanding manufacturing industries throughout the Kingdom, is sure to increase.

The present rate of freight from New York is about 16 shillings ($3.88) per ton, and it would seem it could be made much less, if steamers chartered exclusively for the coal-carrying trade could be obtained. A reduction would naturally tend to lower prices here, and would enable us to hold the very material advantage already obtained.

JAS. A. SMITH, *Consul.*

LEGHORN, *September 28, 1900.*

Value of exports from Carrara to the United States for the first six months of the years 1899 and 1900.

Articles.	First six months of— 1899.	First six months of— 1900.	Articles.	First six months of— 1899.	First six months of— 1900.
Alabaster statuary		$1,296.65	Marble statuary	$22,504.80	$15,800.95
Breccia blocks	$628.95	2,067.15	Olive oil		19.60
Machinery	265.00		Pumice stone	108.45	
Marble:			Ropes	63.70	38.50
Blocks	184,824.95	200,453.60	Stones	645.70	
Slabs	33,032.90	16,241.75	Wine	77.20	
Cubes	2,211.90	4,075.80	Miscellaneous		90.70
Chippings	691.80	682.10			
Tiles	319.70	77.20	Total	257,788.65	249,973.35
Worked	12,413.60	9,129.35			

Decrease, $7,815.30.

Value of exports from Leghorn to the United States for the first six months of the years 1899 and 1900.

Articles.	First six months of— 1899.	First six months of— 1900.	Articles.	First six months of— 1899.	First six months of— 1900.
Alabaster works	$3,846.97	$5,129.61	Liquors	57.62	29.72
Anchovies	7,191.60	424.09	Macaroni	$95.38	$877.60
Aniseed		71.45	Marble:		
Antimony	758.42	2,639.62	Blocks	7,825.65	10,285.89
Argols	92,264.21	80,057.25	Worked	280.04	
Beans		18,204.94	Cubes		120.63
Beeswax	2,777.78		Medicines	133.80	
Books	559.69	750.08	Mushrooms		588.66
Boracic acid	9,473.79	5,136.80	Olive oil	221,541.21	206,945.41
Brier wood	21,016.85	26,333.01	Olive nuts	2,561.53	1,880.98
Castor oil	87.41	288.52	Orris root	15,474.00	8,506.25
Chalk		168.74	Paintings		564.04
Cheese	45,484.81	41,245.58	Plumbago	603.91	
Citron:			Pumice stone	13,578.07	7,462.96
Candied	1,593.99	1,762.60	Rags	51,650.74	35,556.19
In brine	10,594.92	10,391.45	Rice	38.40	1,132.82
Fruits (dry)	4,067.76	9,730.65	Sausages	212.70	736.89
Glue	161.92	169.39	Sienna earth	3,052.23	3,668.60
Glycerine	1,406.58	9,491.44	Soap	77,477.49	63,497.84
Herbs (dry)		872.88	Soap stock	102,609.39	39,827.85
Hemp	15,418.84	15,969.22	Talc	6,991.53	388.53
Hides:			Umber earth	5,899.60	5,787.95
Salted		430.20	Wool		452.87
Dry	15,256.32	243.18	Wine	7,181.85	7,378.85
Iron ore	73,953.49	53,001.66	Miscellaneous	986.35	985.27
Juniper berries	2,155.14	1,525.38			
Laurel leaves	122.59		Total	826,446.57	680,713.54

Decrease, $145,733.03.

MESSINA.

Any honest comment upon the fruit trade of Messina for 1899 can not be otherwise than pessimistic. It appears to grow worse each year. This condition of affairs can be attributed to two reasons, the first and most important of which is the lack of confidence in the exporter on the part of the importer. There are some fair-minded shippers, it is true, but many have been practically driven out of business by the practices which now obtain. The buyer, 4,000 miles away, is absolutely at the mercy of the packer here. If the latter is inclined to be dishonest, he can buy the fruit on the market at a figure that will give him a fair profit upon the price fixed in the letter of credit, and his American customer will probably get what he bought; but if, on the other hand, the prices here advance, the boxes of lemons are shipped nevertheless, but the top layer will be very much like the mantle of charity. Against this practice, the American importer has absolutely no redress. The business at the present time, with the class mentioned, is done upon the money of the buyer. The shipper, with very few exceptions, has nothing. When he receives a cablegram from New York making an offer for so many thousand boxes, he goes on the market and consults a broker, and if he finds he can accept, cables to that effect. The letter of credit is opened also by cable. The broker then gets the fruit, and when it is packed and ready for shipment, in many cases goes with the shipper to the banker, and, when the money is paid against the bill of lading and the consular invoice, receives what is due him direct from the banker, an agreement being made with the latter to that effect before he consents to furnish the fruit. Now, in case the goods are not up to the standard contracted for, the importer, it will be easily seen, has no redress unless he chooses to go to court, which in Italy is a very expensive proceeding. The buyer has only one means of protecting himself, and that is to buy from honest, reputable houses.

The second reason for the great decadence in the fruit trade is the terrible inroad made by California and Florida fruit.

The exports of green fruit to the United States for 1899, as compared with 1898, were: 1898, 177,972,500 pounds; 1899, 229,585,400 pounds.

ORANGES, LEMONS, AND CITRONS IN BRINE.

In this line, a marked improvement was noticed; the market was more steady, with less speculative tendency, and the profits fair. A great many Spadaforese and Greek citrons were sent, but the American importers have become wary, and when Diamante citrons were ordered they and no other were shipped, the refusal of one or two buyers in the past to accept either the goods or the drafts having had a most salutary effect.

ESSENTIAL OILS.

In my annual report for 1898, in speaking of the discovery of the scheme of adulteration by tampering with the jars after they had been sealed by the chemist, I said that I had not the slightest doubt but that some other scheme would be devised, and I was not wrong. The new method was a much more simple one: Two small holes are made in the side of the jars, and after the pure oil has been removed and the adulterant inserted, they are filled up and over them is soldered a very neat metal tag bearing the name of the firm. Numerous reputable firms that ship always only the very purest goods have for years used just such a tag as a trade-mark. To some extent, our own merchants are to blame for a great deal of the adulterated oil that enters the United States. They are as well posted in the prices ruling in Messina as if they were on the spot; they know full well that no one will sell gold dollars at 90 cents apiece, and if they order a quantity of lemon oil, for instance, not to cost more than 60 cents, when the market price is 80 cents, they are absolutely sure that they are getting an adulterated article. I have often seen cablegrams ordering as I have stated, and in one case, the merchant here cabled back that he would fill the order, but not under his brand. Prices last year were firm, except in bergamot, which fluctuated heavily and entailed severe losses upon those who sold short.

CONCENTRATED LEMON JUICE AND CITRATE OF LIMES.

The amount of the former exported was less than in 1898 by 248,508 pounds; but this is readily explained by the fact that the export of the latter, which in 1898 was 1,127,423 pounds, increased in 1899 to 2,330,010 pounds, or more than double. This new industry, by which the article is sent in an advanced state of manufacture, is making great progress, and it would not be surprising if in a few years, the export of the concentrated juice would cease altogether. It is a most speculative business, and while many have reaped large profits, there are several cases here where the producers have lost fortunes. On one occasion, the price fell from £21 10s. ($104.62) per pipe to £12 ($58.39). There is probably no product in commerce, the foreign buyers of which are so few, that is so subject to violent oscillations. In the United States, every pound of concentrated juices that is imported is handled by only two firms.

ALMONDS AND FILBERTS.

The crop of the former was an average one, but that of the latter was short, and speculation was very heavy. The price at one time advanced 40 per cent, so that those who sent old nuts for delivery in September and October, before the new crop was ready, and were not covered, made heavy losses.

TARTARIC MATERIALS.

Wine lees, feccia, crude argols, and binaccia maintained a steady figure, and the exportation amounted to 13,401,665 pounds, or about 1,606,293 pounds less than in 1898.

WINE.

The vintage was heavy and the product of excellent quality, in decided contrast with 1898, when a great quantity became acid before the first fermentation. The amount of wine exported from this district to the United States is comparatively small, it being imported principally by Italian grocery stores or saloons, and its consumption being limited to their customers; but to South America immense quantities are exported, sometimes wine alone constituting the entire cargo of a ship. This wine is generally very strong, but in most cases, unless manipulated, it is lacking in bouquet.

This manipulation is practiced very little here, but in Palermo, Syracuse, and Naples a great deal of it is done. This is particularly noticeable in the brands of Capri, Salerno, Lacrima Christi, etc., wines extremely palatable and redolent with aroma; but more is consumed in one day than is produced in their respective districts in a year.

IMPORTS.

During the year, a great deal of American lard was imported here, but it is impossible to give even an approximate estimate of the quantity, for the reason that most of it was bought from importers at Genoa.

In my endeavors to introduce American products, I have enlisted the services of several commission agents, whom I have put in correspondence with American manufacturers. In each case, the result was the same; in reply to their letters, the agents received catalogues printed in English, with American weights, measures, and prices.

One agent here who does a very large business in staves, who has long recognized the superiority of the American product, tells me that he has made numerous efforts to introduce these manufactures, but without success, on account of the apathy of our manufacturers, who, if not in so many words, by their actions at least, told him that if he wanted to use their goods he must buy them as they are at present manufactured. They absolutely declined to sell except by American measurements, whereas he had asked that they quote him prices in meters and centimeters, and that the staves should be made a few centimeters longer to meet the requirements of the trade here. The matter was naturally abandoned.

In every shop in Messina can be seen English, French, German, and Belgian goods, and every article has been placed there through the active personal efforts of thoroughly drilled traveling men who speak the language; but American goods are rarely seen.

IMPROVEMENTS.

The ferryboats plying between Messina and Reggio, up to the present, have only taken freight, baggage, and mail cars, the promise to transfer passenger carriages not yet having been fulfilled, although it was announced that such an arrangement would go in force last November. It is now claimed that new boats are being built and that the service will begin in a few months.

After considerable delay, the contract to bring pure water into Messina has been abrogated by the municipal authorities, and the city itself has undertaken the work, and promises that it will be finished in two years. The completion of the undertaking will be eagerly awaited, as the present system is most unsatisfactory, resulting in epidemics of typhoid among the poorer classes, who can not afford to buy pure water brought from the mountains.

CHAS. M. CAUGHY, *Consul.*

MESSINA, *October 20, 1900.*

Exports from Messina for the year ended December 31, 1899.

Description.	Quantity.	Value, including costs and charges.	Countries whither exported.
Acetic acid ....pounds..	1,291	$20	United States of America.
Acid, not specified..................do....	244,354	85,750	England and America.
Almonds:			
Shelled ....do....	2,984,695	4,577,156	Different countries.
Unshelled ....do....	47,025	2,844	France, Malta, America.
Artificial flowers....................do....	176	1,080	Egypt.
Argols, tartar, and wine lees ....do....	13,401,665	964,067	Different countries.
Baskets and mats....................do....	2,663	277	France, Greece, Tunis.
Boots and shoes ....pairs..	635	912	Turkey, Egypt, Eritrea.
Books..............................pounds..	374	190	England, France.
Brimstone (refined) ....do....	1,188	11	Germany.
Canes, bulrush and twig.............do....	1,071	83	France, Malta, Tunis.
Carob beans ....do....	3,740	35	Austria, Holland, Eritrea.
Cheese ....do....	92,644	10,972	Different countries.
Chestnuts...........................do....	818,776	11,852	Do.
Citrons in brine.....................do....	2,332,440	71,616	Do.
Cognac in bottles ....gallons..	91	186	Egypt, Austria, America.
Candies............................pounds..	506	71	Austria, Malta, Egypt.
Citrate of lime.....................do....	2,333,010	112,610	Different countries.
Colors, in bricks and powder.......do....	2,772	154	England.
Cotton goods........................do....	54,776	18,495	Different countries.
Common wood........................do....	305,822	2,260	Do.
Cork (raw)..........................do....	18,860	297	England, Russia, Spain.
Casks (old and new)......... .....gallon..	1,733	8,783	Different countries.
Copper, zinc, other metals, and articles thereof, pounds.	96,483	12,083	Do.
Common mercery ....pounds..	62	87	America, Egypt.
Caps ....do....	320	86	Egypt.
Dry pulses ....do....	307,443	5,799	Different countries.
Dates ....do....	1,161	175	Australia.
Dry figs............................do....	119,046	3,342	Different countries.
Dry fruits, not specified............do....	42,120	1,183	Do.
Dry fish............................do....	6,399	393	Do.
Essences ....do....	1,379,650	1,692,426	Do.
Flour ....do....	2,948	97	Eritrea, England, America.
Fresh fruits, not specified..........do....	917,924	2,416	Different countries.
Fruits, pulses, and pot herbs in vinegar oil and brine, pounds.	318,395	8,073	Do.
Fleshy sides ....pounds..	1,163	245	England, Egypt, Eritrea.
Fish ....do....	6,399	393	Different countries.
Feathers for bed....................do....	3,740	8,281	Germany, Holland.
Fish in oil ....do....	7,568	897	Different countries.
Fish in brine.......................do....	27,011	1,784	Do.
Fresh grapes.......................do....	1,913,949	33,897	Germany.
Hats.............................number..	72	52	Turkey.
Hair ....pounds..	152,570	14,723	Different countries.
Iron, steel, and articles thereof .....do....	10,093	300	Do.
Leather.............................do....	2,200	46	Germany.
Lamb and kid skins ....do....	358,507	200,705	Different countries.
Lead ....do....	3,333	102	Malta.
Linseed oil..........................do....	917	70	Turkey and United States.
Licorice juice (crude) ....do....	17,697	568	France, Germany, England.
Licorice juice.......................do....	683,417	87,830	Different countries.
Lemon and orange skins ....do....	2,015,200	4,419	Do.
Lemon and citron juice (crude)....do....	69,568	733	Do.
Lemon juice (concentrated)........do....	7,179,975	377,972	Do.
Leaves, flowers, lichen, herbs, and roots (medicinal), pounds.	23,672	2,077	Do.
Medicinal products, not specified.pounds..	217	38	England, Roumania.
Machines ....do....	800	74	Egypt, Turkey, America.
Marble and alabaster ....do....	2,367	122	Austria, Germany, Greece.
Macaroni ....do....	139,583	4,653	Different countries.
Mustard seed ....do....	11,880	490	France.
Manna..............................do....	29,964	6,643	Austria, France, Germany.
Manure . ...do....	5,830	26	France, Turkey, Egypt.
Marsala wine:			
In barrels ....gallons..	847,321	173,500	Different countries.
In bottles ....number..	862	231	Do.
Musical instruments.................do....	2	4	England, Turkey.
Nuts and filberts.................pounds..	10,594,034	579,010	Different countries.
Olive oil ....do....	3,253,932	342,550	Do.
Orange juice........................do....	88	2	Austria.
Oranges and lemons:			
In brine ....do....	15,719,220	66,449	Different countries.
In boxes ....do....	229,585,400	2,014,090	Do.
Ox and cow skins unfit for dressing:			
Fresh ....do....	15,840	1,904	England.
Dry ....do....	21,865	2,801	Do.
Other leather.......................do....	138,418	3,642	Belgium, America, Austria.
Other hats ....number..	1,700	856	Greece, Austria.
Other roots ....pounds..	86,886	1,756	Different countries.

Exports from Messina for the year ended December 31, 1899—Continued.

Description.	Quantity.	Value, including costs and charges.	Countries whither exported.
Other fish.....pounds..	312	$11	Egypt, Austria.
Potatoes.....do....	503,648	2,430	Different countries.
Pistachio nuts.....do....	150,557	105,763	Do.
Paper of all kinds.....do....	3,049	932	Austria, Egypt, Turkey.
Parts of machines.....do....	3,200	232	America.
Rice.....do....	1,760	61	Egypt, Eritrea.
Raisins.....do....	69,538	6,451	Austria, France, England.
Roots for brushes.....do....	5,940	781	Greece.
Ropes and twine.....do....	61,417	8,286	England, Greece, Turkey.
Ropes of fibers.....do....	7,040	406	Greece.
Seeds:			
Oil producing.....do....	4,400	135	Germany, England.
Not oil producing.....do....	2,754	193	Germany, Tunis, Australia.
Soap.....do....	664	28	Egypt, Eritrea.
Sewed goods (bags).....do....	3,227	226	France, Greece, Turkey.
Silken goods.....do....	41	997	Turkey, Egypt.
Sirups for drinking.....do....	110	12	Austria.
Sewed silken goods.....do....	98,032	357,945	Different countries.
Sparterie.....do....	4,070	971	Austria, Belgium, Eritrea.
Stones, earth, minerals, lime, plaster, and pumice, pounds.	7,723,991	10,162	Different countries.
Starch.....pounds..	352	17	Malta.
Tissues:			
Of line.....do....	44	166	Sweden and Norway.
Of wool.....do....	88	193	Malta, Austria, Australia.
Tallow.....do....	448	52	Tunis.
Tomato paste.....do....	56,958	2,248	Different countries.
Tartaric acid.....do....	41,880	9,922	England.
Utensils for art and profession.....do....	6,982	554	Turkey, Egypt, Eritrea.
Vermuth:			
In barrels and casks.....gallons..	27	16	Egypt.
In bottles.....number..	68	15	France, Greece.
Vegetable product:			
Pulses and pot herbs (fresh).....do....	179,942	3,946	Different countries.
Not specified.....do....	286,781	3,744	England, Egypt, Eritrea.
Wood for casks.....do....	513,106	13,788	Greece, Turkey, England.
Wood, roots, barks, leaves, flowers, herbs, for dyeing and tanning purposes, number.	42,108	887	Austria, France, Germany.
Wool:			
Washed.....pounds..	32,357	15,595	France, Germany, England.
Raw.....do....	4,001	808	France.
Watches.....number..	2	5	Turkey.
Total.....	.....	12,165,380	

Navigation at the port of Messina, Sicily, for the year ended December 31, 1899.

ENTERED.

Flag.	From or to—	Steamers.		Sailing vessels.		Total.	
		No.	Tons.	No.	Tons.	No.	Tons.
Austrian.....	Different countries.....	240	219,526	1	442	241	219,966
Belgian.....	Belgium, Italy.....	10	15,468			10	15,468
British.....	Different countries.....	280	371,605	8	1,046	288	372,651
Bulgarian.....	Bulgaria, Italy.....			1	282	1	282
Danish.....	Denmark, Italy.....	24	19,003			24	19,003
Dutch.....	Holland, Italy.....	32	21,818			32	21,818
French.....	Different countries.....	16	19,298			16	19,298
German.....	Baltic Sea, Italy.....	76	87,822			76	87,822
Greek.....	Greece, Black Sea, Italy..	31	26,815	33	2,730	64	29,581
Italian.....	Different countries.....	1,489	1,074,291	1,955	74,329	3,444	1,148,620
Norwegian.....	Norway, Italy.....	31	18,956	2	172	33	19,128
Russian.....	Black Sea, Italy.....	7	11,795			7	11,795
Roumanian.....	Roumania, Italy.....	1	1,030			1	1,030
Swedish.....	Sweden, Italy.....	6	4,364			6	4,364
Samiot.....	Samos, Italy.....			8	360	8	360
Turkish.....	Black Sea, Italy.....	3	3,123	2	554	5	3,677
Total.....	.....	2,246	1,894,948	2,010	79,915	4,256	1,974,863

Navigation at the port of Messina, Sicily, for the year ended December 31, 1899—Cont'd.

CLEARED.

Flag.	From or to—	Steamers.		Sailing vessels.		Total.	
		No.	Tons.	No.	Tons.	No.	Tons.
Austrian	Different countries	236	214,316	1	442	237	214,758
Belgian	Belgium, Italy	9	13,792			9	13,792
British	Different countries	278	371,018	6	812	248	371,830
Bulgarian	Bulgaria, Italy			1	282	1	282
Danish	Denmark, Italy	22	17,218			22	17,218
Dutch	Holland, Italy	33	22,216			33	22,216
French	Different countries	16	18,625			16	18,625
German	Baltic Sea, Italy	77	88,518			77	88,518
Greek	Greece, Black Sea, Italy	31	26,798	32	2,614	63	29,412
Italian	Different countries	1,490	1,073,818	1,958	74,817	3,448	1,148,635
Norwegian	Norway, Italy	30	18,228	2	172	32	18,400
Russian	Black Sea, Italy	8	12,166			8	12,166
Roumanian	Roumania, Italy	1	1,030			1	1,030
Swedish	Sweden, Italy	5	3,829			5	3,829
Samiot	Samos, Italy			8	360	8	360
Turkish	Black Sea, Italy	3	3,123	3	951	6	1,605
Total		2,239	1,884,695	2,011	80,450	4,214	1,965,145

Imports at Messina for the year ended December 31, 1899.

Description.	Quantity.	Value entered.	Countries whence imported.
Artificial and mineral water.....pounds..	13,961	$367	Austria, France.
Artificial flowers.....do....	21	79	Austria, France, Germany.
Beer.....gallons..	40	2,165	Different countries.
Biscuits for tea.....pounds..	1,375	1,230	Do.
Bicarbonate of soda.....do....	31,011	460	England.
Borax.....do....	2,402	84	Do.
Bags.....do....	104,568	6,228	Different countries.
Books.....do....	935	332	Austria, Germany, England.
Building stones.....tons..	5,368	9,131	Malta.
Bicycles.....number..	5	338	Different countries.
Butter.....pounds..	134	40	England, America.
Bricks and tiles.....do....	38,434	117	France, England.
Bitumen.....do....	228	292	England.
Barley.....tons..	73	1,098	Germany, Russia.
Coffee.....pounds..	314,976	24,771	Different countries.
Concentrated milk.....do....	2,587	227	Switzerland.
Chocolate and cocoa.....do....	12,886	2,791	Different countries.
Cinnamon.....do....	772	179	England.
Cloves.....do....	2,420	21	Do.
Carbonate of soda.....do....	74,074	718	Different countries.
Chloride of potash.....do....	2,178	56	Germany.
Chloride of lime, potash, and soda..do....	51,273	720	France, England.
Chemical products, not specified...do....	8,637	472	Different countries.
Cartridges.....do....	26	6	America.
Colors and varnishes.....do....	22,339	3,872	Different countries.
Cotton and cotton goods.....do....	1,288	13,945	Do.
Collars, cuffs, and shirts for men....do....	13	9	England.
Corsets.....do....	341	194	United States.
Cocoons for silk.....do....	162,335	172,079	Austria, France, Turkey.
Common mercery.....do....	9,453	921	Different countries.
Canes, rushes, twigs, and articles thereof, pounds.	43,094	1,725	Do.
Colored earth.....pounds..	33,171	349	Do.
Cement and quicklime.....do....	529,832	2,013	France.
Coal.....tons..	189,313	517,836	Austria, England, Malta.
Crockery, porcelain, and other china ware, pounds.	27,137	4,161	Different countries.
Common bottles.....pounds..	39,952	1,012	Do.
Citrons in brine.....do....	117,986	6,323	Greece.
Cheese.....do....	62,929	7,419	Different countries.
Common sponges.....do....	2,530	1,130	Do.
Corns, bones, and similar goods, worked, pounds.	796	371	Do.
Dates.....pounds..	34,909	3,657	Do.
Ether and chloroform.....do....	36	5	Germany, Switzerland.
Essences.....do....	3,055	3,818	Different countries.
Electric wires and cords.....do....	99	31	France.
Fruits, pulses, and pot herbs, in vinegar, oil, and salt, pounds.	484	47	Different countries.
Fish.....pounds..	268	28	United States.
Gunpowder.....do....	1,326	466	England.

Imports at Messina for the year ended December 31, 1899—Continued.

Description.	Quantity.	Value entered.	Countries whence imported.
Gum and resins....................pounds..	146,691	$3,013	Different countries.
Gambier ....do....	12,012	358	England.
Guns ....number..	137	962	Belgium.
Glasses, crystals, and articles of same, pounds.	147,875	10,547	Different countries.
Gum resin, and articles thereof..pounds..	528	53	England, Germany, America.
Herbs, flowers, leaves, lichen, and roots, not specified, medicinal, pounds.	26,514	571	Greece, Austria.
Household goods..................pounds..	26,048	6,852	Different countries.
Hides (untanned)....................do....	814,836	185,856	Do.
Hides, and articles thereof..........do....	26,024	21,473	Do.
Hats..............................number..	750	664	England, France, Egypt.
Indigo ....pounds..	535	349	Austria, England.
Ink ....do....	2,947	181	Different countries.
Linseed oil.........................do....	8,507	500	Germany, England.
Iron and lead oxide ....do....	50,541	1,563	Different countries.
Lard ....do....	384,144	38,755	Do.
Mineral oil.........................do....	267,847	8,756	Do.
Medicinals, not specified............do....	5,205	822	Do.
Metals, and articles thereof ....tons..	1,537	251,905	Do.
Metallic instruments ....pounds..	13,162	1,525	Do.
Musical instruments ....number..	44	136	France, Germany, America.
Marble and alabaster ....pounds..	184	5	England.
Mineral earth and plaster ,..........do....	4,865	477	Belgium, France.
Manure ....do....	91,553	5,419	Different countries.
Needles and pins ....do....	2,622	2,385	Do.
Machines, locomotives...............do....	390,869	47,320	Do.
Oil of fish ....do....	14,616	551	Do.
Oil of palm and cocoa ....do....	406,797	21,412	France, England.
Other oil............................do....	42,383	2,490	England.
Olive oil ....do....	100,724	8,856	Different countries.
Other fish...........................do....	2,321	153	Austria, Belgium.
Other fat............................do....	298,608	51,717	Germany, England, Holland.
Oats.................................do....	166	3,232	Different countries.
Other corn...........................do....	35,678	344,229	Roumania, Russia, Turkey.
Petroleum, in casks..................do....	478,583	8,957	France, England, Malta.
Do ....do....	3,423,393	62,768	America.
Do ....do....	375,060	8,624	Russia.
Pepper...............................do....	45,964	4,939	England, Brazil.
Potash ....do....	616,380	15,756	England, Holland.
Preserves and candies ....do....	5,658	794	Different countries.
Paraffin ....do....	9.867	344	Germany, England.
Perfumeries..........................do....	572	301	Different countries.
Pencils..............................do....	829	218	Austria, France, Germany.
Pipes, new and old...................do....	22	1,116	Different countries.
Paper, and articles thereof..........do....	131,931	15,141	Do.
Parts of guns........................do....	15	6	France.
Pistols and revolvers............number..	74	74	Belgium, France, America.
Parts of pistols and revolvers....pounds..	134	39	Do.
Parts of machines....................do....	61,710	13,534	Different countries.
Pulses...............................do....	3,848	64,142	Do.
Paint brushes........................do....	354	310	Austria, France.
Rye ....tons..	429	6,551	Different countries.
Spirits, in casks and bottles......gallons..	1,625	1,457	Do.
Sulphates of different kinds.....pounds..	543,018	14,091	England.
Soap of different kinds..............do....	1,788	285	Different countries.
Sewed goods ....do....	3,872	1,359	Austria, Germany, England.
Sewed cotton goods for bed and table, pounds.	6,488	1,591	Germany, England, America.
Sparteric thread ....pounds..	92	81	Austria.
Sewed woolen goods...................do....	1,775	3,005	Different countries.
Silken goods ....do....	2,545	8,310	Do.
Silver work ....do....	4	91	Germany, Malta.
Stockfish ....tons..	3,450	211,838	Different countries.
Stearic acid and candles.........pounds..	57,831	5,073	Do.
Silken umbrellas.................number..	124	310	Austria, France.
Starch ....pounds..	29,715	2,322	Austria, Germany, England.
Seeds of different kinds.............do....	237,338	9,369	Different countries.
Sugar ....do....	27,211	829	Do.
Tea ....do....	237	120	Do.
Tartar and wine, lees ....do....	79,978	32,582	Greece, Turkey.
Tissues of different kinds...........do....	28,510	10,640	Different countries.
Tomatoes ....do....	7,911	55	Egypt.
Undershirts..........................do....	1,316	739	Germany, England, America.
Velvets ....do....	897	472	Different countries.
Vegetable products, not specified ...do....	24,392	268	Austria, France.
Wheat...............................tons..	5,301	874,388	Different countries.
Woolen and silken tissues ....pounds..	4,684	3,710	Do.
Woolen thread........................do....	462	326	Germany, England.
Woolen goods.........................do....	27,460	24,785	Different countries.
Woolen carpets ....do....	4,554	2,117	Do.
Woolen undershirts...................do....	286	353	Do.

Imports at Messina for the year ended December 31, 1899—Continued.

Description.	Quantity.	Value entered.	Countries whence imported.
Wood for burning................pounds..	2,545	$8,130	Different countries.
Wood of all kinds...................tons..	45,139	309,209	Do.
Wood for casks..............................	655	10,338	Do.
Watches and clocks.............number..	209	655	Do.
Wood pulp (cellulose)............pounds..	88,000	2,316	Do.
Wine, in casks and bottles........gallons..	54,885	11,422	Do.
Wood, roots, barks, leaves, for dyeing and tanning purposes, unground, pounds.	3,827,448	73,556	Do.
Total..............................	....	3,651,199	

SUPPLEMENTARY.

During the first six months of 1900, an improvement was noted in the fruit trade, the New York importers awakening to the fact that the circle of exporters with whom they dealt needed much greater restriction. The result was that, while a great many packing houses were closed in Messina, a better class of fruit was shipped, and the buyers were enabled to recoup a great part of their heavy losses made in the early part of the season.

EXCHANGE AND FREIGHT RATES.

Exchange fluctuated from January 1 to June 30 of the present year between 6½ and 7½ per cent. Neither stress nor reliability can be placed upon these figures, Messina having no bourse and the rate being regulated by the local bankers.

Owing to the great advance in the price of coal, which has increased the cost of chartered tonnage for the United States from about 22s. 6d. ($6.36) to 40s. ($9.73), freights have increased some 20 per cent, excepting shipments of green fruit, the advance upon which is only about 7 per cent.

To the Black Sea and channel ports, an increase of about 40 per cent has been made throughout.

I append the present tariff for shipment to the United States, which is the result of a combination between the two firms who at present practically control the business of the island, and applies to all Sicilian ports. If opposition should develop, which is probable, there will no doubt be a heavy cut.

Chas. M. Caughy, *Consul.*

Messina, *November 1, 1900.*

Freight charged for shipments to the United States from the ports of Messina, Palermo, Catania, and Girgenti.

Almonds, shelled	per ton..	$5.84
Almonds, unshelled	do....	7.30
Filberts	per bag..	.73
Briar wood for pipes	per ton..	5.83
Olive oil in casks	do....	5.83
Olive oil in cases	do....	7.30
Sulphur oil	do....	5.10
Crude argols	do....	5.22
Tartar in casks	do....	4.38
Tartar in bags	do....	3.77
Wine lees	do....	3.52

Lemon and orange in brine, in pipe, and one-half pipe	per pipe	$2.92
For October and November	do	3.52
Concentrated lemon juice in pipes	do	3.52
Citrons in brine, in pipes, and one-half pipes	do	3.52
Citrate of lime in casks	per ton	5.22
Pumice stone:		
In powder, in bags	do	3.52
In barrels	do	4.07
In lump:		
In cases	do	4.62
In bags	do	6.42
In casks	do	7.86
Essences:		
In cases	per case	2.19
In one-half cases	per one-half case	1.09
In one-fourth cases	per one-fourth case	.54
Wine in casks	per ton	8.75
Wine, Marsala	per pipe	.83
Macaroni in cases:		
Of 24 pounds	per case	.14
Of 50 pounds	do	.28
Canary seed in bags	per ton	5.22
Mustard seed in bags	do	5.22
Cheese, alimentary products	do	8.75
All other goods not specified	do	8.75
Fleshings in bales	do	8.75
Onions, dry, in bags	do	10.21
Cattle hair in bales	do	8.75
Dry figs in baskets	do	7.30
Citric acid in barrels	do	7.30
Cereals in bags	do	7.30
Dry skins in bales	do	10.21
Pistachio nuts in cases	per case	2.02
Licorice in cases	do	1.46
Silk in bales	per bale	7.30
Orange skins	per ton	6.08
Gum arabic in cases	do	7.30
Manna in cases of 77 pounds	per case	.85
Garlic in casks	per ton	8.75
Sumac in powder, in bags	do	3.52
Sumac leaves in bales	per bale	.85
Brimstone in bags	per ton	3.44
FROM GIRGENTI:		
Almonds—		
Shelled	do	6.08
Unshelled	do	7.30
Brimstone	do	2.19

Exports from Messina to the United States from January 1 to June 30.

Articles.	From January 1 to June 30. 1899.	From January 1 to June 30. 1900.	Increase (+); decrease (−).	Articles.	From January 1 to June 30. 1899.	From January 1 to June 30. 1900.	Increase (+); decrease (−).
Almonds	$12,783	$6,490	− $6,293	Lemon juice	$6,722	$1,791	− $4,931
Citrons in brine	5,139	8,798	+ 3,659	Oranges in boxes	21,970	8,932	− 13,038
Citric acid	25,295	11,969	− 13,326	Orange and orange peels in brine	2,858	878	− 1,978
Citrate of lime	93,291	130,880	+ 37,589	Olive oil	16,843	4,778	− 12,065
Essences	208,065	165,776	− 42,289	Pumice stone	16,368	14,446	− 1,922
Filberts	27,076	26,515	− 561	Pistachio nuts	2,496	2,715	+ 219
Lemons in boxes	628,038	395,943	−232,095	Silk (raw)	30,518	167,219	+136,701
Lemon peels in brine	6,845	7,511	+ 666	Tartaric materials	209,107	216,838	+ 6,731

MILAN.

BUSINESS AND IMPROVEMENTS.

Business in this consular district—comprising the nine provinces of Bergamo, Brescia, Como, Cremona, Milano, Parma, Pavia, Piacenza, and Sondrio, and containing a population of some 4,275,000—has, on the whole, been in a prosperous condition, notwithstanding the threatened coal famine in the earlier months of the year and the closing down of some of the cotton mills, due to the high price of raw cotton.

Milan, the commercial and financial center of this manufacturing and agricultural district, as in fact of all Italy, possessed, on September 30, 1900, according to official estimates, a population of 500,903, including the force of soldiers, numbering 6,732, as against 493,968, including 6,541 soldiers, on January 31, 1900. The city is ever progressive, and.tourists and foreign business men are at once struck with its bustle, snap, and improvements. In certain sections, old palaces are being razed and business blocks erected in their places; new streets cut through where needed, and the old cobblestones replaced by granite block pavements. When the Simplon tunnel (commenced on November 13, 1898, and contracted to be finished in five and one-half years) is completed, it will open up another and more direct route between Paris and Milan—the Paris of Italy—and Milanese business men are looking forward to this as a great assistance to the commercial interests of their city.

ELECTRICAL DEVELOPMENT.

In this line, there is a great deal of activity. Milan possesses an electric tram service that is not excelled in any other city in Europe, and as a result, it meets with a generous patronage from the public. There were 39,736,091 tickets distributed in 1897; 44,559,888 in 1898; 57,400,185 in 1899, and, from the record up to date, the present year promises to show a corresponding increase. A report of this tram service was published in Consular Reports, No. 228, Volume LXI, September, 1899.[1]

A company has been formed in Milan for the operation of automobile cabs, and has obtained a license from the city authorities to run six cabs, as an experiment, for twelve months. These cabs are now practically ready, and if successful will be followed by others as fast as they can be built. They were constructed in Milan, carriages as well as motor, but their wheels carry the Kelley-Springfield American rubber tires; in fact, many of the common as well as private carriages have these tires. The electric delivery wagon is also now seen on the streets of Milan.

The "Cie d'Electricté Thompson-Houston de la Mediterranée," owing to the rapid growth of its business in Italy, is about to erect large factories in Milan. This is a company (formed in Belgium, but with main offices in Paris; an offspring of the Thompson-Houston International Company of New York) operating in the Mediterranean countries—Italy, Spain, Egypt, and Greece—and exploiting electrical machinery, apparatus, and material under the patents of the General Electric Company of America, the latter holding a large interest. The company will manufacture electrical machinery and apparatus to supply the demands of the above-named Mediterranean countries; and this decision to erect large factories in Milan necessitates forming an Italian company, the parties interested being the same as in the present organization. The offices of the Italian agency of the Mediterranean Company have been located in Milan for some years, and the main offices of the new company will be in that city.

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[1] See also Advance Sheets, No. 472.

The proposed factory will involve an expenditure of about $800,000 during the next three years in buildings and equipment. The greater part of this sum will be invested in United States machines, tools, and fixtures, since it is intended to erect a thoroughly modern plant; in other words, one on American lines. At the present time, it is intended to place orders for the first or main building, of about 75,000 square feet floor space, within the next two months, and have it partially under roof, ready to receive machinery, during June and July, 1901. Orders for machines will be placed at such periods as will enable a timely delivery.

In my report of October 31, 1898,[1] I mentioned two electric lines as projected between Milan and Monza—a distance of about 8 miles. One of these lines has since been built and is in successful operation.

But by far the most important scheme for railroading by electric power is the line between Milan, Gallarate, Varese, etc. Owing to the rapid increase of passenger traffic and the general lack of rolling stock on this branch line, the Mediterranean Railroad Company, with the approval of the Government, which owns all the principal roads in the country, has decided to substitute electric traction for steam traction, as the only way to successfully meet present and future demands of traffic. The line from Milan to Gallarate (distance of 24 miles to be double tracked) is the main outlet from the former city to the densely populated and important industrial section of Lombardy around the shores of Lago Maggiore.

From Gallarate, the line branches in three directions, first to Varese, Porto Ceresio; second, to Laveno, and third, to Arona. Electric traction will be introduced at present only between Milan, Gallarate, Varese, Porto Ceresio, a total distance of 45 miles. The other lines will be developed next year.

The electric system will be the third rail one, so successfully employed on many American roads. Trains will be composed of two cars, of Italian manufacture; one, the motor car, provided with four motors of 160 horsepower each, and weighing, together with the electric equipment, 35 tons, and one trail car weighing 23 tons. The train when fully loaded will weigh about 72 tons, and will accommodate 150 to 160 passengers. The trains will run from 55 to 60 miles an hour, so that an express between Milan and Gallarate will take not over thirty minutes.

Owing to the immense congestion of passenger traffic at certain hours on holidays—and there are many of these in an Italian year—the installation has been so arranged that five trains per hour leave Milan for Gallarate; one an accommodation, one a half accommodation making few stops, and three express trains.

Twenty motor cars will be equipped, calling for 80 motors with their accessories. About 15 will be in regular service.

The third rail or conducting system is fed by five rotary converter substations, placed at intervals along the line at an average distance of about 9 miles. Three of these substations contain two rotary converters of 500 kilowatts capacity, each with the necessary stepdown transformers, and two stations, one rotary converter of 250 kilowatts, with necessary transformers, making a total of 3,500 kilowatts in converters and 3,780 kilowatts in transformers. The rotary converter substations will be fed by alternating current at 13,000 volts from temporary steam-driven generators at the central station, located about 5½ miles south of Gallarate. The number of the generators is three, and the capacity of each is 750 kilowatts normal output.

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[1] Commercial Relations, 1898, Vol. II.

This temporary steam-driven installation is only to serve during the time necessary to construct and erect canals and buildings and turbines of a water-power plant to be located at the same place. The steam installation will afterwards serve as a reserve station for the water-power plant. The technical study of the entire system was made by the Thomson-Houston Mediterranean Company, which has received the contract to furnish all the apparatus and to install the same, including the third-rail insulators, all bonds, high-tension lines, etc.

All the electrical apparatus is being manufactured at Schenectady, N. Y., at the works of the General Electric Company.

The various contracts stipulate that the entire installations must be ready to operate on May 1, 1901.

Another important electrical development (backed by Milan bankers) is the Società Lombardia per Distribuzione di Energia Elettrica, a company formed in 1897 with some $1,500,000 capital. This organization obtained a Government concession for the development of an electric plant on the river Ticino. The electric power generated here will be used by the manufacturing towns of Gallarate, Busto Arsizio, and Lugano; in fact, an increase in cotton mills is due to this plant.

Of the nine turbines used by this plant, seven were made in Milan, while the other two came from Germany, as did the dynamos, etc.

EXPORTS.

The value of the exports through this consulate for the fiscal year ended June 30, 1900, was $11,315,055.31, an increase of $1,718,979.24 over the year ended June 30, 1899, and for that fiscal year, only London, Paris, Liverpool, Hamburg, and Amsterdam, in the order named, in all Europe, exceeded Milan in the value of exports to the United States.

The value of the exports through this consulate for the first nine months of the present calendar year was $7,844,820.26, showing an increase over the corresponding period last year of $585,156.73. The principal export was raw silk, and only one other point of export, viz, Yokohama, Japan, excelled Milan in value of raw silk sent to the United States. Gloves, manufactured silk and cotton, manufactured silk, silk-spun waste, horsehair, cheese, etc., followed.

IMPORTS.

In regard to the value of the imports from the United States into this consular district, I have never been able to obtain reliable statistics. The district is composed of seven of the eight provinces of Lombardy and two of the eight provinces of Emilio, and being inland, no statistics are kept. Even the Milan Chamber of Commerce is not able to assist me.

Italy has increased her importation of raw cotton from about 10,500 tons in 1871 to some 140,000 tons in 1899. Of that imported in 1894, 45 per cent came from the United States, and over 70 per cent of that imported in 1899. Of cotton textiles, there is no importation from America of any account, and that from other countries has decreased to a considerable extent, owing to the building up of the cotton mills, especially in this district.

A COTTON FRAUD.

A fraud was perpetrated last February upon parties in this consular district in an American cotton deal.

It seems that two orders were given, one for 500 bales and the other for 100 bales of cotton, to a firm in Texas. The Milan parties had obtained what was considered satisfactory commercial information in regard to the Texas firm from certain bankers of the same town as the firm that sold the cotton. A bill of exchange for 120,000 lire ($23,160), price of cotton, was sent to be signed. The Texas firm cabled bankers in Milan asking if they would sign, and were answered in the affirmative, and so were sure of their money.

The bales came, and the 500 of one order consisted of mere sweepings, while of the 100 bales of the other order, 19 consisted of sweepings and the remaining 81 consisted of common cotton of the poorest kind, while all the bales were of short weight.

After selling the bales for what they would bring, the parties here met a net loss of some 78,000 lire ($15,054), to say nothing of the loss in a commercial sense. All their efforts, even with the assistance of the representative of the Italian Government at Galveston, to collect damages have so far failed.

AMERICAN PRODUCTS.

American agricultural machinery is well represented and holds the market. There is more of it used than ever before. Traction engines, not yet introduced, would find a market if of one cylinder, 20 effective horsepower, and of not more than 13 tons gross. Larger than the above would be unsalable. The sale of cash registers and typewriters is increasing. There is a chance for American canned goods; in fact, many of them are now found on the shelves of the leading grocers.

Bicycles, about which more will be said later on, should be here by the end of February at the latest, as the season opens much earlier than in the United States, and if the new patterns are not ready at that time, the best of the season is lost. The duty on imported bicycles when mounted is over 40 lire ($7.72), whereas by sending them in parts, the duty is reduced to about 11 lire ($2.12) per machine, not including tires. These can be bought here at cheaper rates than by getting them from America and paying duty.

There is a chance for American stoves of a cheap pattern, as the so-called "l'Americana" stove is of German manufacture and sells well; also for leather, both in the raw and made up as trunks, belting, saddlery, and especially boots and shoes. The trade in articles of wood could be extended, particularly in office and house furniture. American cutlery would find a market—the Italian is very poor and German but little better; so would machine tools for iron and wood industries. Pig iron is used all over the country in millions of tons, and for the exploiting of American pig, it would only be necessary to have responsible agents, as also for all other iron and steel articles. The question of American coal, Italy being a noncoal-producing country and heretofore dependent upon England, seems to be well agitated and to rest on freight rates. From what I can learn from different importers and business men in general, American products are increasing, but not to the extent they might with proper attention.

THE ITALIAN MARKET.

The great mistake of many American exporters has been to consider Italy as not worth dealing with directly. It should be remembered, however, that Italy has certain industries which necessitate the use of much material and many tools. Among other things that are made and exported are all kinds of engines, boilers, motors, railway cars, electric machinery, battle ships, etc. Therefore, if American houses wish or expect to supply this country, it would be advantageous to deal direct and not, as too often heretofore, through some other country.

The custom of giving to some European house the control of the whole of Europe, or to one country the control of another, is not always beneficial. One of the best known houses in the United States is represented in France and Italy by a firm in a small French town. This American house manufactures articles for which there is a good market in Italy, yet it is quite probable that not one of its products has ever been sold here. At least, men who are well informed tell me they know of none. A competitor of this house, also American, has fallen into the same error and given its agency to another firm in France, with rights over Italy, and with the same result.

Paris, Berlin, or Brussels can not successfully supply Italy with American goods, as Italy is a difficult market to deal with, and, in addition to the extra trouble, Italians refuse to pay double freights and duties. The price of a ton of steel in the United States is trebled by the time it arrives in Milan, if it has to be bought through another Continental house, for it bears in addition, the middleman's profits and double freights and duties. This applies to nearly every other American product.

As above stated, the Italian market for imported goods is an extremely difficult one. In almost all new importations, a market has first to be created and then supplied, and on this question of creation and supply the success, though it be partial, or the failure, which is generally complete, depends.

Italians spend money with reluctance, and even in case of necessity, will take an inferior article if they get the satisfaction of paying little for it. Besides the question of price, there is a natural suspicion of all things new and a great lack of enterprise, excepting in northern Italy. Taking this into consideration and adding to it the fact that even here poverty is ever present, that wages are extremely low, that the margin of profit is small and taxation heavy, it must yet be remembered that where there is no market, it is possible to create one, and that where there is only a light demand for American goods at present, by studying the country and conscientiously attempting to meet its requirements, the market may be vastly extended.

THE AMERICAN EXPORTER.

It is not always the Italian market that is to blame. I have talked the matter over with business men in this city who represent foreign houses, and they have one and the same idea. They describe American houses as being—although, of course, there are exceptions—most difficult to deal with. To remedy the disadvantage of distance, our exporters should be glad to minimize difficulties for their representatives here. I will give an instance in which a good American article has been hampered in sale by the manufacturers themselves. A well-known make of bicycle was introduced here in the following manner: One of the company came over and without properly studying the ground, without consulting old and tried houses, handed over the agency of his company to a man not in business and without means. The first consignment of bicycles arrived and remained in the customhouse, for the agent had not the money to get them out. The agency was then offered to and accepted by a well-known Milanese firm, and by dint of advertising and push, the machines commenced to find a market. The company, on sending a spring consignment, informed the Milan agents that there were no new improvements; in fact, that the machines were of the last year's make and that the price was the same. Within six weeks, to the great surprise of the agents here, they received an offer from the manufacturer to sell them wheels of the new improved stock for that year at a price something like $15 less than that which, six weeks before, they had been compelled to pay for the old pattern. This method of doing business lost the company an excellent agent and greatly handicapped the sale of the wheels.

There are many wheels of American make sold in Milan, but there might be many more if the manufacturers would concede something to the Italian taste. The fashion as to the turn of the handle bars, as to the rims, as to half a dozen other things is refused recognition; in fact, the manufacturer practically says, "I want to sell you my machines, but am willing to make no concessions in order to do so." He sends catalogues, to be sure, but printed in English and often worded in language that seems rather exaggerated to the foreigner who is able to make them out, but who is not familiar with American methods of advertising. The result is that the market is not taken advantage of.

On the other hand, the German manufacturer is exerting himself for all he is worth; catalogues, posters, and price lists printed in Italian are sent, concessions are granted, credits extended to facilitate sales, and prompt replies transmitted to all letters, with now and then a visit from some one in authority, who comes to study the tastes of the people and comply with the wants of the district. In short, he shows an earnest desire to assist his agents. In the matter of catalogues which American houses will persist in sending printed in English, I cite a case in point: A traveler from the United States came here and by sheer persistence, induced a firm to take the agency of an American article, the sales of which had hitherto been, on an average, one a year. By a concession as to credit and a reduction of the order, the agent undertook to push the sales. The catalogue offered him by the American house was printed in green and on yellow paper. He at once got out an Italian catalogue adapted to Italian taste, with the result that before the term for payment expired, two large orders had been passed on to the manufacturers. Now, had the sale of their goods depended on the catalogue they issued, or had they insisted on doing business in their way and not been willing to grant any concession, no doubt the sales of the article would have continued at the rate of about one a year.

AGENTS.

The selection of agents is very important. They need not necessarily be Italians, but they must be men who understand the goods they are required to handle, who know the business customs of the country, and are capable of pushing their articles in the right direction. The agent must sell and must be up to date, but he must also obtain the concessions from the American exporter that he gets elsewhere. To force an agent to buy a stated number of articles or quantity of goods and then leave him to sell them as best he can, is unprofitable in the long run.

The business men of Milan were much impressed with the excellent manner in which American manufactures were exhibited and explained at the Paris Exhibition. The trouble, care, and courtesy there shown are just as necessary in the narrower sphere of a manufacturer dealing with his agent, or of an agent with his customers.

PACKING OF AMERICAN GOODS.

I have often read alleged complaints as to the bad packing of goods imported from America, in comparison with the care bestowed by other countries, but from what I can learn in Milan, the packing of American goods is far ahead of that of all other countries; in fact, it is admirable.

WM. JARVIS, *Consul.*

MILAN, *October 31, 1900.*

NAPLES.

From statistics just furnished, I am able to state that the exports from Naples to the United States for the year 1899 exceeded those of 1898 by £81,547 ($396,848), but the imports from the United States for the year 1899 show a decrease of £11,215, as compared with 1898. The following table gives details of trade in 1899:

Total value of all trade between Naples and foreign countries during the year 1899.

Country.	Exports.		Imports.	
	English currency.	United States currency.	English currency.	United States currency.
United Kingdom	£637,698	$3,103,357	£1,034,948	$5,036,574
France	521,021	2,535,579	419,005	2,039,068
United States	285,106	1,387,468	574,719	2,796,870
South America	180,027	876,101	74,572	362,905
Egypt	150,186	730,880	62,320	303,280
Belgium	77,667	377,966	66,343	322,858
Austria-Hungary	130,694	636,022	228,835	1,114,625
Germany	58,605	285,201	271,285	1,320,208
Africa	233,257	1,135,145	21,079	102,581
Turkey	95,325	463,899	145,253	706,874
Spain	43,322	210,827	55,039	267,847
Holland	25,190	122,587	71,633	348,602
Greece	13,431	65,362	13,337	64,905
Switzerland	9,574	46,592	22,145	107,769
Russia	8,665	42,168	182,542	888,341
Roumania	3,709	18,050	244,272	1,188,750
Sweden and Norway	6,939	33,769	70,910	345,084
Other countries	13,921	67,747	48,375	235,417
Total	2,494,337	12,138,720	3,606,612	17,550,579

I regret that I am unable to furnish statistics for the six months ended June 30, 1900, as the returns for this period are prepared annually and will not be made public until 1901. However, I give a table of the declared exports to the United States during the six months ended June 30, 1900:

Antiques	$314.16	Miscellaneous	$17,424.65
Barrel organ	96.50	Oleographs	455.54
Beans	555.07	Olive oil	5,049.66
Books	516.68	Onions	1,816.34
Bronzes	1,397.81	Paste (macaroni)	1,731.59
Cheese	42,356.23	Paintings	270.49
Chestnuts	3,101.88	Pictures	712.17
Chickpeas	602.59	Preserves	2,350.65
Drawings	205.49	Sardines	189.91
Filberts	1,635.47	Sausages	2,381.41
Furniture	3,066.47	Seeds	511.22
Garlic	7,294.42	Sheepskins	13,314.67
Gloves	9,712.56	Silk (raw)	117,552.05
Goatskins	53,364.23	Soap	683.59
Hazelnuts	643.92	Soap stock	31,480.48
Hardware	201.68	Sulphur oil	4,095.89
Hemp	3,977.92	Tartar (crude)	138,003.32
Household effects	405.30	Tin boxes (empty)	271.17
Human hair	24,942.33	Tomato paste	404.21
Jewelry	2,437.50	Tortoise shell	144.85
Lambskins	2,466.73	Turkish rugs	603.12
Licorice	3,489.88	Vegetables	3,028.53
Lupins	6,599.62	Water colors (paintings)	701.36
Macaroni	3,863.13	Watches	443.90
Majolica ware	6,655.68	Wine	10,628.11
Marble statuary	371.42		
Medicines	158.61	Total	534,682.16

When considering these imports and exports, it would be well to note by what ships this trade is carried. Therefore I furnish a list of the returns of all shipping at the port of Naples for the year 1899:

ENTERED.

Nationality.	Sailing.		Steam.		Total.	
	Number of vessels.	Tons.	Number of vessels.	Tons.	Number of vessels.	Tons.
British	16	1,576	386	699,174	402	700,750
Italian	3,384	144,600	1,473	1,266,981	4,857	1,411,581
French			144	140,726	144	140,726
German			236	568,674	236	568,674
Norwegian	1	107	28	21,584	29	21,691
Danish	2	184	13	13,543	15	13,727
Other countries	8	2,823	256	215,242	264	218,065
Total	3,411	149,290	2,536	2,925,924	5,947	3,075,214
Total for the year preceding	3,363	147,524	2,594	3,006,006	5,957	3,153,530

CLEARED.

Nationality.	Sailing.		Steam.		Total.	
	Number of vessels.	Tons.	Number of vessels.	Tons.	Number of vessels.	Tons.
British	16	1,576	386	699,174	402	700,750
Italian	3,340	139,012	1,470	1,266,387	4,810	1,405,399
French			144	140,726	144	140,726
German			236	568,674	236	568,674
Norwegian	1	107	28	21,584	29	21,691
Danish	2	184	13	13,543	15	13,727
Other countries	8	2,823	256	215,242	264	218,065
Total	3,367	143,702	2,533	2,925,330	5,900	3,069,032
Total for the year preceding	3,280	141,308	2,592	3,003,587	5,872	3,144,895

The average exchange on London during 1899 was as follows:

Month.	Highest.	Lowest.	Average.
	Lire.	*Lire.*	*Lire.*
January	27.29	27.10	27.15
February	27.22	27.10	27.14
March	27.36	27.16	27.20
April	27.23	27.13	27.10
May	27.09	26.92½	27
June	27.10	26.96	26.95
July	27.17	26.96	27.10
August	27.28	27.13	27.15
September	27.17	27.11	27.12
October	27.26	26.92	27.10
November	27	26.74	26.80
December	27.25½	26.75	27.10

The trade between Naples and the United States is handled by the following steamship companies: North German Lloyd, Fabre Line, Anchor Line, Prince Line, and the Navigazione Generale. The former has a weekly service, while all the others are bimonthly. During the winter months, the Hamburg-American Company alternates with the North German Lloyd, so that the latter has only a bimonthly service during this time. It is the current report here that a Spanish steamship company intends running vessels on this route.

The horse-car lines of this city are now being changed to a trolley system, and many of the electrical appliances used have been imported from the United States.

One of the imports from the United States which has sprung into great prominence here during the last year is coal. Owing to the war in the Transvaal, the price of coal and the freight rates between England and Italy have risen so high that American dealers find they are able to successfully compete in this trade. Several large cargoes of various American coals have been delivered here, and the only drawback seems to be the high rate of Atlantic freights. If arrangements could be made for a service of steamers capable of carrying larger cargoes of coal from our ports to the Mediterranean, the United States would seem to have an opening for an enormous coal trade.

A. H. BYINGTON, *Consul.*

NAPLES, *October 16, 1900.*

PALERMO.

In the year 1899 there was an increase in imports from the United States into this consular district amounting to $63,202; exports showed a decrease of $98,813.

The report covering the first six months of 1900 shows an increase in imports of $183,139, and a decrease in exports of $313,522.

These figures represent the value of merchandise imported at and exported from the port of Palermo, and are made up from the records of the custom-house.

The value of declared exports from the port of Palermo to the United States during the year 1899, as shown by the records of this consulate, is $3,799,590, or $2,430,225 more than the returns of the custom-house.

The records of this consulate for the first six months of 1900 show value of declared exports to be $2,069,455, as against $638,848 shown by the records of the custom-house, a difference of $1,430,607.

CHURCH HOWE, *Consul.*

PALERMO, *September 11, 1900.*

Principal articles imported into Palermo, and value thereof, by countries, in 1899.

Articles.	Austria.	England.	France.	Germany.	United States.	Other countries.	Total.
Beer:							
In casks	$58		$50				$108
In bottles	366			$3,102		$291	3,759
Bicycles	280	$980	490	770	$1,050	70	3,640
Books and paper	18,485	4,600	10,705	9,905	4,800	1,200	49,695
Brass, nickel, and articles made of them	3,430	15,660	1,020	5,960	10,020	420	36,510
Caps					140	28	168
Casks, empty	2,209	28				49	2,286
Cereals and other vegetable products	95,835	4,404	4,413	20,106		[1]1,375,040	1,499,798
Chalk, lime, cement, pottery and terra cotta	3,085	5,000	17,170	1,820		335	27,410
Charcoal and wood for fuel			3,556				3,556
Cheese		5,220				[2]6,318	11,538
Chemical products, drugs, rosins, and perfumes	2,093	72,437	4,079	6,510	1,068	9,963	96,150
Cinnamon		540		794		902	2,236
Cloves	30	224		24			278
Cognac:							
In casks			837				837
In bottles			902			6	908
Cocoa		2,508				3,188	5,696
Coffee, natural	7,115	10,987	424	869	523	[3]35,834	55,752
Colors and materials for dyeing and tanning	7,210	6,066	7,819	1,333		[4]317,380	339,808
Cork, raw						[5]1,235	1,235
Cotton and goods thereof	3,505	13,615	3,105	12,805	2,750	4,015	39,795
Electric threads and cords				119,325			119,325
Fans			80			178	258
Fish:							
Fresh						1,344	1,344
Prepared		60,420	3,100	210	600	[6]9,180	73,510
Flowers, artificial	420		1,120			1,820	3,360
Furniture	13,145	1,190		300	300	165	15,100
Glass, crystal, and goods thereof	10,025	2,540	3,945	7,895		7,440	31,845
Glue, fish		1,600	900				2,500
Guns and revolvers		2,784	3,175		2,480	3,895	12,334
Hair, animal, raw						[5]2,420	2,420
Hats		3,220	1,020				4,240
Hemp, linen, jute, and goods thereof	5,900	10,210	5,080	1,975	3,470	10,560	37,195
Hides, skins, and furs	224	9,948	25,276	60,150	140	[7]38,628	134,366
Horns, worked		640		640			1,280
Horses						5,300	5,300
India rubber, worked	960	1,280	960	1,920		960	6,080
Iron, steel, and articles made of them	3,865	172,090	11,210	92,070	1,025	[8]56,595	336,855
Ivory, worked	21,110			3,840			24,950
Lard	184	5,451		6,095	50,508	1,840	64,078
Machines and scientific instruments	14,590	114,410	9,200	13,910	4,160	9,440	165,710
Manure	15	70	5	445			535
Meat, salt					124		124
Mercery, ordinary and fine	12,000	10,500	14,100	15,000	2,500	900	55,000
Milk, condensed						372	372
Milk flour						592	592
Musical instruments, other (see Pianos)			52	296			348
Mustard, liquid			75				75

[1] Mostly for wheat from Russia, Roumania, and British colonies in Asia.
[2] From Holland and Switzerland.
[3] From Brazil.
[4] Of which $210,380 was for lentisk from Tunis, used for the adulteration of sumac.
[5] From Tunis.
[6] Mostly from Algiers and Tunis.
[7] Mostly from Argentina, British colonies, and China.
[8] From Belgium and Holland.

Principal articles imported into Palermo, and value thereof, by countries, in 1899—Cont'd.

Articles.	Austria.	England.	France.	Germany.	United States.	Other countries.	Total.
Oil:							
Fixed—							
Olive			$2,304			[1]$30,632	$32,936
Flaxseed, cooked		$7,700					7,700
Not named			53				53
Mineral, heavy			1,364	$492	$38	[2]2,708	4,602
Volatile or essence—							
Mint				128			128
Not named	$266		38	1,026		38	1,368
Oleic acid		2,241	21,222	4,356			27,819
Pepper or pimento		13,480	95			[3]10,010	23,585
Petroleum			8		117,255	[2]14,270	131,533
Pianos	7,670	130	910	3,510			12,220
Pit coal	1,950	494,160					496,110
Plumes and feathers for ornament, worked			9,300				9,300
Poultry						546	546
Silk, and goods thereof	10,750	14,050	83,070	34,509		5,120	147,495
Spirits:							
Pure, in casks	819			118		7	944
Sweetened—							
In casks (liquors)	81	53	75				209
In bottles (liquors)	74	74	843	34		129	1,154
Sponges, raw						[4]1,000	1,000
Staves	565		1,368				1,933
Stearic acid	221	2,397		2,237		[5]5,746	10,601
Stearic candles			1,920			[6]2,472	4,392
Sugar	538	921				120	1,579
Sweetmeats		1,142	39			83	1,264
Tea		302		100		75	477
Tea biscuits		607					607
Timber	173,600	3,094	3,950		65,050	[7]10,825	256,519
Tin, zinc, and goods thereof	3,140	3,000	700	3,280		[6]40,540	50,660
Tobacco, leaf					433,800		433,800
Umbrellas and supplies		300		900			1,200
Wine:							
In casks			199			1,900	2,099
In bottles		145	446	232		168	991
Water, mineral, natural, artificial	990		49	198			1,237
Watches and clocks	120		1,240	320	1,040		2,720
Wax, white, worked			450				450
Wood:							
Common, sawed						2,635	2,635
For ebonists	275	155	190				620
Wood and straw goods	700	3,153	1,498	1,480	104	1,073	8,008
Wool and goods thereof	21,470	62,420	26,965	43,590		4,310	158,755
Total	449,368	1,148,146	292,164	484,575	702,945	2,042,310	5,119,508
Total preceding year	273,691	1,002,901	221,339	317,219	639,743	2,431,646	4,886,539
Decrease						389,336	
Increase	175,677	145,245	70,825	167,356	63,202		232,969

[1] From Tunis and Candia.
[2] From Russia.
[3] From Brazil.
[4] From Algiers.
[5] From Holland and Belgium.
[6] From Holland.
[7] From Roumania.

Principal articles exported from Palermo and value thereof, by countries, in 1899.

Articles.	Austria.	England.	France.	Germany.	United States.	Other countries.	Total.
Almonds, walnuts, filberts, figs, and raisins	$19,350	$23,250	$98,200	$15,560	$19,080	[1]$66,205	$241,690
Bituminous solids						[2]13,490	13,490
Books	165		500				665
Bricks						52	52
Brimstone	410	9,275	39,560	1,020	159,230	55,000	264,495
Chalk, lime, etc.		390		180	145	60	725
Cheese		2,320	455		17,060	700	20,535
Citrate of lime		21,940		6,910	4,730		33,580
Copper, rubbish and worked		2,550	550				3,100
Cork, raw	1,880				10,290	[3]13,000	25,170
Cotton goods			355			1,930	2,285
Fertilizers	1,650						1,650
Fruits:							
Fresh	975		850			6,520	8,345
Prepared		4,150			29,590	1,420	35,160
Hair:							
Animal, raw		6,550	2,930				9,480
Human, raw	19,200						19,200
Horns and bones, raw		60					60
Lard, pork	870						870

[1] $40,740 to Holland and $16,200 to Russia.
[2] To Australia, Roumania, and Turkey.
[3] To Russia.

Principal articles exported from Palermo and value thereof, by countries, in 1899—**Cont'd.**

Articles.	Austria.	England.	France.	Germany.	United States.	Other countries.	Total.
Legumes, dry		$85	$2,360		$2,235	$13,515	$18,195
Lemon and orange juice		1,450	14,600		2,330	32	18,412
Lemons and oranges	$51,200	219,500	865	$86,700	722,550	56,200	1,137,015
Licorice:							
Juice	330	12,450	9,120	2,910	4,290	[1]6,390	35,490
Root			200				200
Macaroni	30	6,785		68	22,480	158	29,521
Machines and supplies		450			675	3,470	4,595
Manna	7,600	12,700	15,300	10,100	10,050	12,200	67,950
Medicinal herbs		515					515
Mercery, common	300					110	410
Mustard seed		10,170	4,700				14,870
Objects of collection	26	4,600	1,760	2,800			9,186
Oil:							
Olive		17,970	23,230	31,725	101,850	[2]23,490	198,265
Not named					2,905		2,905
Of orange and lemon	6,700	145,880	2,800	12,040	21,280	[3]13,720	202,420
Orange peel	500	1,500	1,000	500	560	2,500	6,560
Pistachio	3,520	6,400	7,840	2,720	1,600		22,080
Plumes, for bed				10,800			10,800
Sardines, salt	3,640	220			2,540	510	6,910
Seeds, oleaginous		1,660	5,250		112		7,022
Skins or hides:							
Crude, fresh or dried		1,910	22,490	12.745		[4]2,465	39,610
Tanned		840	5,520	2,640			9,000
Sumac:							
Ground	18,470	586,800	201,800	64,270	173,180	[5]100,100	1,144,620
Leaf	26,190	131,500	227,930	57,830	40,600	[6]99,450	583,500
Sweets		350				830	1,180
Tartar, crude		148,645	24,845	6,850		[7]214,985	395,325
Terra cotta						4,600	4,600
Timber						1,830	1,830
Things printed—lithographs and labels					2,600		2,600
Tomato paste		2,370	855	1,260	11,530	16,700	32,715
Umbrellas, ordinary						5,150	5,150
Vegetable products, other		84	92		278	990	1,439
Vinegar			354				354
Wax, yellow, not worked				610			610
Wine:							
Common—							
In bottles	84	168		1,230	280	475	2,237
In casks	1,513,260	2,845	1,580	2,010	4,840	6,272	1,530,307
Marsala	4,970	560	160	7,551	480	3,279	17,000
Wood for fuel			1,800				1,800
Wool, washed or raw		6,340	9,290				15,630
Zinc, in pigs and in works						1,120	1,120
Total	1,681,320	1,394,732	729,141	340,979	1,369,365	748,963	6,264,500
Total preceding year	1,652,883	1,608,082	863,522	340,091	1,468,178	695,441	6,628,197
Decrease		213,350	134,381		98,813		363,697
Increase	28,437			888		53,522	

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[1] To Belgium and Holland.

[2] $21.765 to Holland.

[3] $10,640 to Holland.

[4] To Belgium.

[5] Mostly to Belgium and Holland.

[6] Mostly to Belgium, Holland, and Russia.

[7] To Holland $209,280 and to Belgium $5,505.

Value of declared exports from the port of Palermo to the United States during the year ended December 31, 1899.

Articles.	Value in United States gold.	Articles.	Value in United States gold.
Almonds	$27,946	Mustard seed	$1,266
Beans, dry	2,129	Olive oil	29,606
Brimstone	132,540	Olives	1,067
Cheese	16,658	Orange peel	1,492
Citrate of lime	47,850	Oranges	64,902
Cork, raw	1,166	Prepared vegetables	18,262
Cosmetics	450	Salt fish	1,283
Donkeys	925	Snuff	1,200
Essence (oil of orange and lemon)	6,144	Squills	988
Filberts	1,325	Sulphur oil or soap stock	26,866
Garlic	8,732	Sumac	264,815
Hides	3,080	Tomato paste	1,240
Human hair goods	6,568	Tartar, crude	3,838
Lemon juice	4,788	Wine	7,859
Lemons	3,065,205	Sundries	2.371
Licorice	1,019		
Macaroni	44,774	Total	3,799,590
Manna	6,236		

Statement showing the navigation at the port of Palermo for the year ended December 31, 1899.

Flag.	Entered.						Cleared.					
	Steamers.		Sailing vessels.		Total.		Steamers.		Sailing vessels.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Italian	1,631	1,297,032	1,928	118,762	3,559	1,415,794	1,647	1,302,018	1,927	120,931	3,574	1,422,949
British	287	388,521			287	388,521	289	398,971			289	398,971
Austrian	129	106,420	2	396	131	106,816	129	108,141	2	396	131	108,537
German	61	68,879			61	68,879	61	69,085			61	69,085
Hollander	35	25,203			35	25,203	35	25,203			35	25,203
Grecian	16	13,677	2	479	18	14,156	16	13,677	2	479	18	14,156
Norwegian	13	11,076			13	11,076	13	11,076			13	11,076
Belgian	12	7,281			12	7,281	12	7,281			12	7,281
French	4	7,574			4	7,574	4	7,574			4	7,574
Swedish	3	2,669			3	2,669	3	2,669			3	2,669
Russian	2	2,326			2	2,326	1	1,164			1	1,164
Danish	2	2,150			2	2,150	2	2,150			2	2,150
Turkish	1	1,038			1	1,038	1	1,038			1	1,038
Tunis			3	67	3	67			3	67	3	67
Total	2,196	1,933,846	1,935	119,704	4,131	2,053,550	2,213	1,950,047	1,934	121,873	4,147	2,071,920

Principal articles imported into Palermo and value thereof, by countries, in the six months ended June 30, 1900.

Articles.	Austria.	England.	France.	Germany.	United States.	Other countries.	Total.
Spirits, oils, and drinkables.							
Water, mineral, natural or artificial	$45		$38				$85
Wine:							
In casks			118	$43		$572	733
In bottles			1,845	348			2,193
Beer:							
In casks	25						25
In bottles		$100		1,470			1,570
Spirit:							
Pure, in casks	223						223
Sweetened—							
In casks (liquors)			216			64	280
In bottles	52		784				836
Oil:							
Olive			5,306			[1] 49,674	54,980
Flaxseed		4,908					4,908
Heavy mineral			1,809	526	$461	2,431	5,230
Petroleum					58,231	1,869	60,100
Essences	190	152		1,178			1,520
Colonials, groceries, and tobacco.							
Coffee	2,142	972	432			[2] 19,552	23,098
Cocoa			320			1,784	2,104
Pepper		371				7,750	8,121
Tobacco, leaf					187,960		187,960
Chemical products, drugs, resin, and perfumes.							
Acids	551	87	1,392	87			2,117
Potash		4,919	334	1,201		1,377	7,831
Oxide		132				420	552
Chlorides		1,000	778	1,102			2,880
Carbonates		2,964	318	2,766		1,956	8,004
Nitrate of sodium				4,279			4,279
Sulphates	800	46,096		1,576		24	48,496
Paraffin	544	5,257		1,364		136	7,301
Other chemical products not named	288	396	306	342		414	1,746
Licorice root						1,626	1,626
Cassia and tamarinds		326					326
Gums, resinous	44	188					232
Soap, common and perfumed	16	144	96	176		32	464

[1] From Spain, Tunis, and Candia.

[2] From Brazil.

Principal articles imported into Palermo and value thereof, by countries, in the six months ended June 30, 1900—Continued.

Articles.	Austria.	England.	France.	Germany.	United States.	Other countries.	Total.
Colors and material for dyeing and tanning.							
Articles for dyeing and tanning	$2,068		$1,126			$2,336	$5,580
Colors in powder		$576	72	$72		1,656	2,376
Varnish, without spirit		1,400	760				2,160
Ink			42	140			182
Hemp, linen, and jute.							
Vegetable hair			11,258				11,258
Cordage and ropes		720					720
Flax yarns		1,280					1,280
Flax textures of any kind	440	640	640	800		1,440	3,960
Sewed articles (bags)	756	1,680	504	518		742	4,200
Cotton.							
Tissues:							
Bleached, dyed, stamped, plain, and worked	1,760	9,280	272	5,440	$1,040		17,792
Waxed and polished		560		770	1,540		2,870
Mixed with silk and wool	1,440	540		1,980			3,960
Cotton velvets	456	2,640		540			3,636
Wool and hair.							
Raw animal hair			2,640				2,640
Wool tissues, printed, carded, combed	12,960	37,680	14,880	16,080			81,600
Carpets		3,074		954			4,028
Silk.							
Silk articles of any kind	2,000	12,000	8,000	8,000			30,000
Wood and straw.							
Timber	78,878	132	24		7,785		86,819
Wood:							
In small boards						2,100	2,100
For ebonists			560				560
Cork, raw			3,240				3,240
Furniture	6,280	280	160	40	200		6,960
Bicycles	140	700	140	840			1,820
Reeds and rushes				100		50	150
Rope of esparts		507					507
Straw hats		260	160				420
Books and paper.							
Paper:							
White, ruled	272	85	85				442
Colored and wall	576	96	1,376	2,560			4,608
Wrapping		56		184			240
Pasteboards, ordinary	2,461			210		63	2,734
Paper and pasteboard articles	600	800	700	800		800	3,700
Books printed in foreign languages		258	172	430			860
Hides and skins.							
Skins or hides:							
Crude ox and cow		2,680	1,400	1,800	1,860	[1] 10,600	17,840
Tanned	140		224	2,310		140	2,814
Boots and shoes					93	234	327
Mineral, metals, and articles thereof.							
Scoriæ						120	120
Iron scraps						874	874
Cast iron:							
In pigs		27,676					27,676
Wrought	432	8,656	1,024	1,485	6,624	7,576	25,797
Iron:							
In bars and rods	1,220	9,692	136	188		6,740	17,976
In sheets		8,585		230		395	9,210
In rails		3,158		17,357		251	20,766

[1] From British colonies.

Principal articles imported into Palermo and value thereof, by countries, in the six months ended June 30, 1900—Continued.

Articles.	Austria.	England.	France.	Germany.	United States.	Other countries.	Total.
Mineral, metals, and articles thereof—Continued.							
Iron—Continued.							
In pipes		$3,746		$3,686			$7,432
Forged		481					481
Of second manufacture	$882	26,632	$1,582	18,158	$1,106	$17,505	65,865
Steel springs		10				2,246	2,256
Utensils and instruments for arts and trades	92	713	161	966		736	2,668
Brass, worked	1,560	1,260	300	780		180	4,080
Nickel, in cubes and worked	3,780		140	1,680			5,600
Tin, in cubes and worked	1,024	192	64			76	1,356
Zinc, in pigs and worked	160	220	120	3,740		8,260	12,500
Guns and revolvers		1,160	1,160	1,160	1,160	3,480	8,120
Machines and supplies	6,768	77,664	1,780	48,000		[1]31,968	166,180
Scientific instruments	720	1,800	5,040	5,400	880		13,840
Stones, earth, pottery, glass, and crystal.							
Colored earths		45		105			150
Stones, not metallic		558	102			6	666
Cement			5,715				5,715
Bricks		2,039	350				2,389
Coal, mineral	130	138,092				557	138,779
Terra cotta	12	180	318	36		12	558
Majolica, porcelain, and earthen ware or works	1,155	1,302	1,407	861			4,725
Panes of glass	85		231	36		3,965	4,317
Glass and crystal works	3,232	928	2,176	6,224			12,560
Bottles, common	207	22	347	170			746
Vegetable products.							
Wheat						[2]724,602	724,602
Other grains	9,808			2,760		34,649	47,217
Feculas		1,206		900		1,794	3,900
Starch, fine or in boxes			156	559		1,663	2,378
Dates						912	912
Seeds, oleaginous and not oleaginous	8,832		2,488	376		648	12,344
Vegetable products not named		33	2,208				2,241
Animals and products thereof.							
Cattle (cows and oxen)						[3]18,000	18,000
Meat, salt					3,070		3,070
Fish, dried, smoked, salted		3,864	96	96	2,040	2,040	8,136
Cheese						3,996	3,996
Lard		1,631			31,878		33,509
Oleic acid (oleina)		189	10,908	180			11,277
Stearic acid	255	714		2,824		3,218	7,006
Stearic candles			1,056				1,056
Sponges, common, raw						5,300	5,300
Fertilizers						4,000	4,000
Sundry articles.							
Mercery, common and fine	2,000	600	2,200	1,400	1,000		7,200
Pianos, upright	1,430		390	2,600		130	4,550
Total	159,931	468,984	104,182	182,983	306,428	995,739	2,218,247
Total first six months of preceding year	227,045	528,733	81,816	155,877	123,289	2,011,795	3,128,555
Decrease	67,114	59,749				1,016,056	910,308
Increase			22,366	27,106	183,139		

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[1] From Switzerland.

[2] From Russia ($593,325), Roumania ($110,555), Turkey ($20,492), etc.

[3] From Roumania.

Principal articles exported from Palermo, and values thereof, by countries, in the six months ended June 30, 1900.

Articles.	Austria.	England.	France.	Germany.	United States.	Other countries.	Total.
Spirits, oils, and drinkables.							
Wine, common:							
In casks	$738,433	$151	$1,711	$4,023	$3,742	$5,290	$753,350
In bottles		92	117	2,419	280	144	3,052
Oil, olive	5,688	5,328	2,454	12,048	30,720	[1] 25,464	81,702
Essence of orange and lemon	8,680	67,200	13,160	8,120	27,440		124,600
Colonials, groceries, and tobacco.							
Mustard seed			846				846
Tomato paste	351	819	963	639	4,198	9,555	16,525
Chemical products, drugs, resins, and perfumes.							
Salt, marine		24			2		26
Tartar		138,760		4,362	16,022	[2] 156,619	315,763
Citrate of lime		17,149	3,740	14,410	9,350		44,649
Manna	2,250	6,000	2,500	4,000	1,000	7,050	22,800
Orange peal, dried		1,500	1,000	500		1,350	4,350
Orange and lemon juice		4,255	7,781		322		12,358
Licorice juice		2,070	660			960	3,690
Colors and material for dyeing and tanning.							
Sumac, leaf and ground	18,849	157,117	139,228	191,664	77,054	[3] 55,050	638,962
Cotton.							
Tissues, bleached, dyed						713	713
Wool and hair.							
Wool, natural, raw		1,840	4,830				6,670
Hair, animal, raw		4,334					4,334
Wood and straw.							
Wood for fuel			833				833
Cork, raw	1,300		60		790	280	2,430
Books and paper.							
Books printed in Italian language						1,764	1,764
Hides and skins.							
Skins, ox, crude	548		14,248	2,575		1,041	18,412
Minerals, metals, and articles made of them.							
Cast iron, worked						68	68
Iron of second manufacture						186	186
Zinc, in pigs and worked		964				254	1,218
Instruments of precision		1,600				600	2,200
Stones, earth pottery, glass, and crystal.							
Chalk					36	42	78
Brimstone	4,614		143	12,505	51,229	[4] 86,788	155,279
Glass and crystal works						500	500
Vegetable products.							
Legumes, dry		4			567	9,744	10,315
Chestnuts		247					247
Potatoes	46						46
Semolina						396	396
Macaroni	22	3,822		22	11,650	53	15,569
Fruits, fresh	138					3,060	3,198
Oranges and lemons	28,958	134,776	868	77,954	374,578	[5] 39,986	657,120
Pistachio	1,280	800	1,920	4,480		1,120	9,600
Fruits, dry (almonds, nuts, raisins, etc.)	1,032	2,029	12,298	8,875	4,678	5,764	34,676
Prepared vegetables		380			2,354	140	2,874
Seeds, oleaginous and not oleaginous	43	54	32		129		258
Vegetable products not named					882		882

[1] Nearly all to Holland.
[2] To Holland, $140.203, and Belgium, $16,416.
[3] To Holland, $24,000; Belgium, $20,700, and Russia, $8,500.
[4] To Spain, $63,650; Greece, $15,425, and Holland, $4,610
[5] To Holland, $32,400, and Russia, $7,500.

Principal articles exported from Palermo, and values thereof, by countries, in the six months ended June 30, 1900—Continued.

Articles.	Austria.	England.	France.	Germany.	United States.	Other countries.	Total.
Animals, and products thereof.							
Fish, salted	$2,340				$555	$576	$3,471
Cheese		$864			5,562	162	6,588
Plumes, for bed				$3,600		2,600	6,200
Human hair, raw	14,400				15,600		30,000
Horns and bones, raw			$210				210
Fertilizers	290						290
Sundry articles.							
Objects of art	80	65	200	400	108		853
Total	829,342	552,244	209,802	352,596	638,848	417,319	3,000,151
Total first 6 months preceding year	962,350	1,023,096	416,817	205,211	952,370	749,576	4,309,420
Decrease	133,008	470,852	207,015		313,522	332,257	1,309,269
Increase				147,385			

Value of declared exports from the port of Palermo to the United States during the six months ended June 30, 1900.

Articles.	Value in United States gold.	Articles.	Value in United States gold.
Almonds	$6,799	Manna	$1,892
Brimstone	42,890	Olive oil	10,491
Canned goods	14,612	Oranges	21,247
Cheese	8,796	Salt fish	612
Citrate of lime	31,772	Snuff	868
Cork, raw	14,759	Sulphur oil or soap stock	15,070
Cosmetics	458	Sumac	113,572
Essence	7,575	Tartar, crude	22,150
Garlic	1,695	Tomato paste	435
Human hair	8,940	Wine	5,067
Lemon juice	3,089	Sundries	2,108
Lemons	1,708,180		
Macaroni	26,378	Total	$2,069,455

Statement showing the navigation at the port of Palermo for the six months ended June 30, 1900.

Flag.	Entered.						Cleared.					
	Steamers.		Sailing vessels.		Total.		Steamers.		Sailing vessels.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Italian	635	454,378	865	53,790	1,500	508,168	629	452,316	854	51,474	1,483	503,790
British	154	208,083	1	270	155	208,353	154	211,109	1	270	155	211,379
Austrian	61	54,228	1	286	62	54,514	61	55,791	1	309	62	56,100
German	32	36,108			32	36,108	33	38,854			33	38,854
Hollandish	18	13,361			18	13,361	18	13,279			18	13,279
Norwegian	12	13,437			12	13,437	12	13,502			12	13,502
Grecian	12	10,440	1	345	13	10,785	12	10,540	1	435	13	10,975
Belgian	6	6,428			6	6,428	6	6,931			6	6,931
French	4	4,794			4	4,794	4	4,837			4	4,837
Swedish	3	3,461			3	3,461	3	3,662			3	3,662
Roumanian	3	4,320			3	4,320	3	4,418			3	4,418
Russian	2	2,175			2	2,175	2	2,255			2	2,255
Turkish			2	307	2	307			1	172	1	172
Tunisian			1	23	1	23			1	23	1	23
Total	942	811,218	871	55,021	1,813	866,234	937	817,494	859	52,683	1,796	870,177

CHURCH HOWE, *Consul.*

PALERMO, *September 11, 1900.*

TURIN.

The trade conditions of Turin have remained practically unchanged during the past twelve months. There have been no important commercial failures, no strikes of moment, nor have any great new enterprises been inaugurated. The general business of the city for the past year may be said to have been very satisfactory. By reason of certain peculiar conditions, some few branches of industry may not have made as good a showing as usual, but taken as a whole, business has been fully up to if not better than the average.

The city of Turin is steadily growing, the last enumeration showing that the population is now in excess of 355,000. The increasing numbers necessarily require additional dwellings, but these new tenements are only being built as fast as demanded, and are usually rented before they are completed. The conservatism of the Piedmontese has saved them from the losses which in recent years have been experienced in other Italian cities, which were occasioned by unsubstantial real-estate booms and the erection of buildings for which there was neither need nor demand.

SILK.

The silk crop of Piedmont this year, while about an average one as regards size and quality, came into the market rather late. The result was that the price realized was materially lower than that obtained for the cocoons which were offered earlier in the season.

WINE.

The exceptional abundance of grapes this year throughout this district has rendered the crop in some instances unsalable. In all cases the prices have been very low. The price of good new wine in Piedmont has fallen to about 16 lire, or say $2.75 or $3 per cask of 100 quarts. The vintage has proved unusually good and abundant throughout the northern provinces of the kingdom, while in Tuscany it has been only fair, and in the southern provinces and in parts of the islands, it has been very poor.

IRON INDUSTRIES.

The condition of the iron industries in this district, and in fact throughout Italy, has greatly improved during the past few years, owing largely to the activity in the building trade, the requirements of the railways, the building of innumerable electric tramways, and the equipment of various electric plants. New iron works have been established and old ones renovated and enlarged, and Italy to-day imports far less manufactured iron and steel than formerly, although the consumption of these manufactures has greatly increased throughout the country. In some branches of iron and steel manufactures, the home factories supply all local demands. Statistics show increased importations of raw materials for the iron and steel trade, and a decrease of importation of the manufactured articles.

COTTON.

The unprecedented increase in the price of coal, while it has partially crippled some branches of manufacture, has had no appreciable effect upon the cotton industries of this district. This is owing to the fact that all the spinning mills and cotton factories are supplied with ample water power and, except in time of unusual scarcity of water, are practically independent of steam power. The cotton industry, however, has shown no improvement over last year, owing largely to the high price of American cotton. There is at present practically no cotton in this neighborhood, the stock having been worked off and only sufficient purchases having been made to answer the momentary requirements.

COAL.

In a special report,[1] I recently called attention to the high price of coal ruling throughout this district and expressed the opinion that a profitable field could be found here for the introduction of American coal. A more careful examination of the prevailing conditions confirms the views I then expressed. The steady development of this country makes it certain that the consumption and necessary importation of coal must increase from year to year. The territories adjacent to and dependent upon the Mediterranean, Adriatic, and Black seas appear to me to furnish the most promising fields for present American effort.

EXPORTS.

The records of the consulate show practically the same class and bulk of exports as last year. I am, however, gratified to note during the past few months an appreciable increase in the amount of raw silk which has gone from here directly to New York. I have for three years been writing upon this subject, in an endeavor to persuade our American manufacturers that they would find it to their advantage to buy raw silk here, the place of production, rather than through another market. If they will but once make a serious experiment in this direction, I am positive they will find my advice correct.

PERCY MCELRATH, *Consul.*

TURIN, *October 31, 1900.*

VENICE.

The commercial year of 1899 at Venice differed in few respects from its predecessors. The actual value of exports and imports was almost identical with that of 1898. Trade with the United States was less. The principal feature of the year was the projection of various enterprises for the extension of industrial and commercial activity. Chief among these were companies for building shipyards, for the enlargement of the carrying trade, for the storing of grain, and for the development of water power. The ship-building company has not yet decided upon its location, although the necessary capital has been fully subscribed; but the operations of the other three companies are already under way. The nucleus of a fleet of freight steamers, consisting of two Italian-built vessels, is now engaged in trade and will shortly be augmented. A large grain elevator has been erected and will be open for use early in 1901; while engineering works now in progress along the rivers Piave and Collina will before long supply Padua and Venice with electric power.

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[1] See Advance Sheets of Consular Reports, No. 850.

UNITED STATES TRADE.

The first six months of 1900 witnessed a decided brightening in commercial affairs. So far as the United States was concerned, the importation of coal was the most remarkable feature. Whereas no appreciable quantity of that article had before come from the United States, the value of importations during the first six months of 1900 amounted to $125,000. The prevalence of phylloxera in the wine-growing districts was the cause of a larger importation than usual of copper sulphate, to a total value of $355,000. The importations of cotton, cotton oil, and petroleum exceeded the importations of the same articles for the whole of the preceding year. Exports to the United States also increased considerably, the total of $199,584.85 comparing not unfavorably with the year's total of 1899, namely, $288,054.40.

It is to be regretted that some effective means can not be devised to bring Italian and American business men into communication. On several occasions, I have given local merchants the names of American manufacturers, only to hear later that no attention whatsoever was paid to requests for terms and information. If the manufacturers addressed did not wish to engage in exportation, there are others who would have been glad to respond. Cases of this kind occurred with dealers who wanted to obtain oilcloth and stoves from the United States.

There is an increasing call for stoves in this region, and the American article might compete favorably with the German stoves that flood the market. But such American stoves as are to be found are obtained in Europe, and are naturally more expensive than if imported directly. As has been so many times repeated, it is idle to send catalogues to this market. The people will not buy unless from samples.

The Paris Exposition was the means of bringing to the notice of local journals the improved American printing presses. The Gazzetta di Venezia, an influential and enterprising newspaper which has for some months used an American linotype machine, has just installed a Cox duplex press. This example is shortly to be followed by another daily paper, L'Adriatico.

IMPROVEMENTS.

Local enterprise proceeds in the improvement of the city and the enlargement of commerce. Shipping has been benefited by the dredging of the canals approaching the harbor and by the extension of the quays. The Government contributed 600,000 lire ($109,800) to the latter work, which when completed will double the wharf facilities. The Government has also appropriated a fund for dredging the Grand Canal, choked to an unhealthful extent by the deposits of many years. This famous thoroughfare is further to be improved by the erection of a new fish market in place of the existing iron structure, which disfigures the vicinity of the Rialto. A plan submitted by Messrs. Laurenti and Rupolo, a painter and an architect well known in the town, has been approved and will shortly be put into execution. This plan provides for a handsome and commodious building in the style of the Venetian Gothic, which will be not only in harmony with the surrounding architecture, but an ornament to the city.

The waterworks of the city have been extended to the island of the Giudecca, and are now being carried to the Lido and adjacent islands.

There is considerable discussion regarding the construction of two new bridges to connect the city with the Giudecca and the mainland. Both plans meet with decided opposition on æsthetic grounds, but the latter is particularly combatted by the railway company owning the existing bridge across the lagoon. This company recently proposed to widen its bridge by 10 meters (32.8 feet), keeping 7 meters (23.04 feet) for its own tracks and handing over 3 meters (9.8 feet) to the use of the public. But the municipality, which was invited to share the expense of this undertaking, unanimously rejected the proposal as offering an inadequate passageway. It is inevitable that a bridge suitable for vehicles of every description should be constructed sooner or later. But on account of the lack of capital and the potent opposition of the railway company, the enterprise is not likely to find speedy execution.

The carrying trade has been benefited by the formation of a company for fluvial navigation. Early in 1901, river tugs will start from Venice for Milan, hauling barges by way of the Po and internal canals.

The semester has altogether been unusually prosperous, and the operations of the enterprises inaugurated will doubtless have appreciable effect on the commercial welfare of Venice.

Following are tables setting forth the shipping and commerce of Venice during 1899 and the first six months of 1900.

H. A. JOHNSON, *Consul.*

VENICE, *January 15, 1901.*

TABLE I.—*Shipping, 1899.*

	Sailing vessels.		Steamers.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Entered:						
Italian	1,403	81,326	477	462,073	1,880	543,399
Foreign	504	28,472	779	787,105	1,283	815,577
Total	1,907	109,798	1,256	1,249,178	3,163	1,358,976
Cleared:						
Italian	1,164	69,727	476	469,573	1,630	539,300
Foreign	455	29,992	669	784,963	1,224	814,955
Total	1,619	99,719	1,145	1,254,536	2,864	1,354,255

TABLE II.—*Total commerce, 1899.*

Articles.	Exports.	Imports.
Acorns and bark	$86,840.64	$185,740.20
Bacon, butter, lard, and tallow	1,478,450.16	548,704.08
Beads, glass, and smalts	876,081.00	149,068.08
Beer, brandy, spirits, and wine	2,838,110.40	4,462,983.00
Books, paper, and prints	524,245.90	1,001,916.24
Candles	111,748.14	97,202.70
Cattle and meats	82,810.98	2,195,298.00
Carbonate of soda	187.20	35.10
Cement, lime, and stone	90,215.00	359,990.74
Cereals	647,778.68	8,930,707.20
Cheese	207,192.96	528,217.20
Chemicals and spices	767,668.86	1,024,790.40
Colors and paints	315,653.22	336,279.60
Cotton	1,764,411.30	3,656,547.00
Fabrics and manufactures	11,049,817.50	9,263,437.20
Fish, dry, fresh, prepared, and salt	375,559.08	536,582.88

TABLE II.—*Total commerce, 1899*—Continued.

Articles.	Exports.	Imports.
Fruit and vegetables	$449,048.34	$1,285,682.22
Fuel	1,056,316.50	2,717,544.42
Glucose	42,962.04	5,827.68
Gums	29,295.00	54,016.20
Hardware, jewelry, and pottery	687,647.12	526,491.00
Hemp	1,277,582.40	1,177,473.60
Hides	1,556,652.60	1,394,392.50
Indigo	233,928.00	186,624.00
Matches and materials	188,082.00	13,941.00
Materials for wearing, not wool	396,912.16	132,098.76
Medicines and preparations	359,424.00	723,240.90
Metals	2,300,840.64	2,331,352.80
Oils	2,115,574.56	2,727,189.00
Petroleum and mineral oils	1,438,145.28	1,410,326.46
Resin	37,141.20	53,256.96
Salt	71,239.68	85,678.92
Saltpeter	26,027.12	28,000.08
Seeds	387,779.40	558,150.08
Silk	110,400.00	595,884.60
Soap	10,613.70	132,818.00
Sulphur	269,839.00	335,174.40
Timber	1,309,609.08	975,084.48
Tobacco	328,671.00	440,449.92
Wax	296,889.84	73,629.00
Wool	22,413.60	370,507.50
Sundries	6,546,452.40	4,344,235.56
Total	49,846,118.36	56,001,484.26

TABLE III.—*Commerce with the United States, 1899.*

Article.	Exports.	Imports.
Antiquities	$8,732.93	
Beans	528.08	
Carved wood and furniture	31,894.04	$2,160.00
Champagne	139.26	
Coffee		6,264.00
Copper sulphate		52,529.76
Cotton		180,800.00
Cotton oil		194,706.00
Fats		1,620.00
Glass ware, beads, and mosaic	18,784.67	
Glycerin	21,522.47	
Grain		262,954.00
Hemp	169,356.74	
Hides	565.51	
Lace	4,669.72	
Leather	539.22	
Macaroni	1,868.13	
Marble and statuary	5,657.13	
Metals	892.01	894.24
Mineral oils		20,689.20
Oats		16,488.00
Paintings	8,153.11	
Paper		3,326.40
Petroleum		283,500.00
Porcelain	876.61	
Phosphates	231,678.00	231,678.00
Resin		7,215.20
Stearin		1,194.30
Stone	7,082.82	
Stuffs	635.66	
Tallow		381,208.20
Timber		9,180.00
Sundries	155.63	10,454.40
Total	282,056.40	1,323,856.70

TABLE IV.—*Commerce with the United States, first semester, 1900.*

Article.	Exports.	Imports.
Antiquities	$3,611.55	
Beans	534.87	
Carved wood and furniture	14,761.46	
Champagne	87.36	
Coal		$125,182.00
Copper sulphate		355,188.96
Cotton		859,864.30
Cotton oil		279,432.00
Fats		9,117.00
Glass	9,890.89	
Glycerin	9,787.16	
Hemp	143,270.51	
Lace	1,115.56	
Macaroni	374.63	
Marble and statuary	10,495.82	
Mineral oils		7,812.00
Paintings	3,227.76	
Petroleum		304,009.20
Phosphates		199,756.80
Resin		25,682.40
Rice straw	2,132.33	
Stearin		52,074.00
Stuffs	141.51	
Timber		43,245.00
Turpentine		1,458.00
Violin strings	153.44	
White lead		3,304.80
Sundries		3,055.40
Total	199,584.85	2,269,181.86

MALTA.

In order that the reader may gain a fair idea of the present condition of trade between Malta and the United States, it is necessary that he consider this report as but a continuation of my annual report sent in last year, which is to be found in Commercial Relations of the United States, Vol. II, 1899. Many of the conditions which were enlarged upon then, being unaltered now, will be but lightly treated.

OPENINGS FOR UNITED STATES TRADE.

A review of trade conditions for the year 1899, and, in fact, for the past six months (1900), will reveal a most gratifying result. Government statistics here are very deficient as regards information relative to imports and exports, inasmuch as only those articles are tabulated upon which a duty is imposed. Considering conditions from these Government tabulations even, the Trade Statistics for 1899, just issued by the local authorities, speak volumes. Up to the publication of the above, no space has been devoted to imports from the United States. In fact, the United States has not been mentioned as being among those countries from which Malta has imported goods. Reviewing past Government reports, it is seen that the average number of countries exporting to Malta has been 20. An inspection of the latest report shows that the United States has jumped from a position outside up to ninth in the list, in importance and value of imports. This movement has taken place in one year, and the record for the first six months of 1900 must show a still higher movement. This opinion is fully borne out by the increasing volume of inquiries on the part of local merchants at this office, relative to securing addresses of American houses, and by correspondence now being carried on as a result of the information so given. By the close of the present year, I expect to see the largest amount of trade between the United States and Malta that has been recorded for a great many years. Local Government statistics, as I have already stated, do not tell the whole story. The goods that are dutiable and are tabulated form but a very small part of the total assortment sent here from the United States during the year 1899. If it were possible to obtain statistics covering the whole list, the result would be still more pleasing. This state of affairs is in a very great measure due to direct communication between New York and Malta, this having been established a little over a year ago, and it is pleasing to add that the outlook for the line—the New York and Mediterranean Steamship Company—as judged from affairs at this end, is excellent. The merchants of Malta and American firms are giving encouragement by preferring the above line for shipments, and I can not too forcibly suggest that the maintenance and increase of our trade with Malta depends almost wholly upon such assistance. If the line ceases to run, a very large part of our present trade with Malta will cease. In addition to the above line, goods are landed here from the United States by transshipment from British and Italian ports, but the latter method is more costly and subject to vexatious delays. From the many inquiries made at this office, I am convinced that we could secure still more trade if parcels-post facilities were provided. I believe that a visit to Malta by the American drummer would be productive of the best of results. This is a good missionary field, and drummers from France, Italy, Austria, and England are finding the truth of this. Malta manufactures but little and buys about everything she uses. Some time ago, a drummer for a German house came here with a line consisting of groceries, wine, and stationery. He met with such good results that he will come here every year in future. In the matter of stationery alone, his orders were very large. People here like to see the direct representative of the houses they deal with. Last spring, two Americans arrived here and devoted their time to taking orders for stereoscopic views and stereoscopes. Their manner of doing business proved quite a revelation to the people, and when the goods arrived to fill the orders, it seemed as though nearly everyone on the islands had dealt with them. This shows what can be done by a little enterprise. There is a good market here for chromos and picture-frame stock. There is also one of the best openings for American hardware. While writing this report, one of the largest dealers has called upon me to secure the addresses of commission and hardware houses in the United States. He has already sent for a line of locks, and desires to secure more goods from the same country.

Malta uses large quantities of iron beams and flats for building purposes. These, she has usually obtained from Belgium. A recent direct-line steamer brought some of these goods from New York for the first time.

In the matter of live cattle, the largest contractor here informs me that he is only waiting for prices to lower to order shipments of our stock. Large quantities of American wheat are being used here, and still larger quantities of American flour. I shall refer to this subject later on.

During the past year, American kerosene has appeared in this market in small quantities. It has proved superior to the Russian, but the matter of test seems to be the great obstacle. Petroleum flashing below 76 is prohibited from entering by a local law.

As I stated in my last annual report, there is a good market here for our felt and straw hats of moderate cost. The same may be said as regards paints, oils, varnishes, cement, dry goods, drugs and medicines, anchors, chains, and blocks. The American bicycle holds the market, and new shipments arrive from New York by nearly every steamer. In the course of correspondence, Maltese merchants have been much mystified by the answers they have received from our dealers as regards terms, etc. For instance, interior merchants, in quoting prices, speak of "carload" lots. The merchant here is perfectly ignorant as to how much weight a carload may mean. What the merchant here wants is the price f. o. b. New York, with weight and often dimensions. During the past year, there has been an increased sale of typewriters, only American machines being sold here. Moderate quantities of Kentucky tobacco have arrived.

I believe there is a good market here for American Baldwin apples. Those used come from Sicily, and are rather consumptive looking, compared with the American fruit.

A year ago, merchants smiled when I suggested that American coal might be brought here. Recently, the British admiralty has received cargoes aggregating 8,000 tons of our coal. Experiments are to be made with it, and I expect soon to be able to furnish a special report relating thereto. However, high ocean freights must be surmounted before much can be sold here. About the only way to gain this trade is through London concerns. The market here is used to very large and clean Welsh coal, and to meet with favor, our coal should come up to that standard. Small and dusty coal is objected to.

IMPROVEMENTS.

Port dues, exchange, and wages remain about the same as given in my last annual report. Several large works are in contemplation or in process of construction, such, for instance, as a breakwater at the mouth of the harbor, and dry docks. Some of this work will require hard stone, a material which is becoming scarce. Large quantities of cement will also be needed.

COMMERCE.

Referring to the local Government statistics above mentioned, I give the following data showing the countries from which imports are received, and those to which exports are sent. The table is arranged so as to show also the countries according to value of imports.

Countries.	Imports.	Exports.	Countries.	Imports.	Exports.
United Kingdom	$1,449,389.69	$21,928.44	Austria-Hungary	$129,536.49	$2,598.71
Italy	873,025.76	5,177.95	Greece	72,243.85	223.85
Russia	596,263.04	1,688.67	Egypt	23,198.60	2,700.90
Turkey	373,070.75	28,050.50	Morocco	19,217.80	....
Barbary	288,403.38	52,368.40	Germany	17,908.72	330.92
Tunis	221,503.61	28,619.88	H. M.'s ships	10,973.95	48,295.14
France	199,526.50	184.92	Belgium and Holland	9,032.22	92.46
Spain	162,429.17	34.07	Cyprus	2,666.84	48.66
United States	147,664.20	194.66	Algiers	1,202.02	676.44
Australia	143,041.03	....	India	58.39	1,255.55

The following table shows the principal articles subject to duty released from bond for consumption during the year 1899, exclusive of similar articles consumed by the fleet and garrison, on which no duty is levied:

Articles.	Quantity.	Articles.	Quantity.
Wheat.....bushels..	626,224	Vinegar.....gallons..	7,848
Corn.....do....	3,936	Cattle and meat.....pounds..	11,267,539
Barley.....do....	18,976	Horses.....head..	855
Saggina.....do....	88,560	Mules.....do....	98
Flour.....pounds..	23,139,748	Olive and cotton seed oil..pounds..	2,806,447
Semola.....do....	714,007	Potatoes.....do....	13,182,230
Biscuits.....do....	229,561	Chick pease.....bushels..	147,856
Oatmeal.....do....	51,950	Beans.....do....	166,592
Wine.....gallons..	3,168,010	Other seeds.....do....	16,440
Spirits.....do....	326,324	Carob beans.....pounds..	6,421,460
Beer.....do....	1,309,829	Cotton seed.....do....	9,546,472

The total of flour and semola, which for the first nine months of 1899 stood at 16,965,025 pounds, amounted at the end of the year to 23,139,748 pounds, or double the quantity used in the previous year, whereas the quantity of wheat unbonded shows a decrease as compared with the previous total. The figures for the last nine months stand as follows: Wheat, 402,840 bushels; flour and semola, 2,086,226 pounds, again showing a decrease in the use of wheat and a further gain of flour, mostly American. At the rate flour continues to be imported, the total promises to be a record one, as regards this market. Of the wheat imported during the last nine months, a very fair quantity was shipped at New York by the direct line. The primary requisite as regards this market is semola, and imported flour needs a mixture of this to produce the kind of bread wanted generally in these islands. The Russian (Black Sea) hard wheat has been found to best supply the semola required. A steamship has just arrived from Taganrog with a cargo of 111,008 bushels of wheat and 9,200 bushels of barley, to be divided among eight importers.

SHIPPING.

The following tables show the marine movement for the year 1899:

WARSHIPS.

Nationality.	Arrived.	Sailed.
British	214	209
Japanese	12	12
United States	6	6
Spanish	5	5
German	5	5
Russian	4	4
Italian	4	4
Austro-Hungarian	3	3
Swedish	1	1
Danish	1	1
Total	255	250

STEAM AND SAILING YACHTS.

British (steam)	27	27
French (steam)	4	4
United States (steam)	3	3
Austro-Hungarian (steam)	1	1
Russian (steam)	1	1
Total	36	36

MERCHANT STEAMSHIPS.

Nationality.	Arrived.	Sailed.	Tonnage.
British	1,424	1,419	2,315,241
Austro-Hungarian	442	441	263,778
German	236	235	330,747
Italian	122	121	112,212
French	56	57	45,818
Dutch	28	28	30,125
Spanish	20	20	38,038
Swedish	17	18	23,241
Norwegian	14	14	16,099
Greek	13	13	13,157
Russian	11	11	12,589
Belgian	10	10	15,248
Danish	9	9	10.718
Japanese	1	1	1,267
Total	2,408	2,397	3,228,278

NOTE.—In the case of Austria-Hungary, the figures include the arrival and departure of the daily mail boat, of 514 tons, to and from Syracuse, Sicily.

MERCHANT SAILING SHIPS.

Nationality.	Arrived.	Sailed.	Tonnage.
Italian	841	819	34,487
Greek	118	125	10,209
British (local)	102	119	9,794
Ottoman	50	46	5,348
Tunisian	23	24	886
Spanish	15	15	1,157
Samos	15	6	773
Candian	4	4	111
Sundry	2	2	206
Total	1,170	1,160	63,143

STEAMSHIPS PASSED IN SIGHT OF THE ISLANDS DURING THE DAY.

Nationality.	Number.
British	551
United States war ships	2
Others	81
Total	635

Coal importations.

	Tons.
Welsh steam coal	385,685
North country (British)	39,941
Total	425,626

FINANCIAL.

The revenue from imports amounted to $960,750.68, being the largest in amount for ten years. In a great measure, this was due to increased duty on spirits and revenue stamps. Of the above amount, goods from the United States paid the following:

Cattle (beef and mutton preserved)	$9.73
Grain:	
Wheat	33,880.57
Damaged	165.46
Manufactured	1,542.68
Cotton-seed oil	1,056.56
Spirits	34.06
Total	36,669.06

During the year, 14,140 cases of petroleum were taken out of bond for consumption. There were imported in bulk from Batoum 1,625,655 gallons.

JOHN H. GROUT, *Consul.*

MALTA, *November 6, 1900.*

NETHERLANDS.

AMSTERDAM.

The increase in shipping at Amsterdam in 1899 was gratifying, the tonnage increasing 15 per cent over 1898, while that at Rotterdam increased 11 per cent. In 1880, there entered the port of Amsterdam 1,614 ships, of 2,300,000 cubic meters tonnage; in 1890, 1,675 ships, of 4,200,000 cubic meters; and in 1899, 2,024 ships, of nearly 7,000,000 cubic meters. Two facts stand out inferentially from these figures: The construction of the North Sea Canal has kept Amsterdam on the map as a great port, and the size of ships has increased at a much greater ratio than the number.

Freight rates generally fluctuated during the year, but shipowners are as a rule satisfied with results, which it is expected will be reflected in the dividends of Dutch companies when published. Many large steamers were built in Dutch slips in 1899. Besides, four steamers of the new South America Line, an Amsterdam enterprise, have been built in England, and the service between Dutch ports and the river Plate will be inaugurated in October, 1900. Subscriptions for 2,000,000 florins ($804,000) of 4½ per cent bonds of the company were opened on January 22, 1900, but I am led to believe that all were not taken up by the public.

The Oost Zee Company, which has been very successful, and will this year declare an 8 per cent dividend, has doubled its capital, which is now 1,000,000 florins ($402,000).

The Netherlands merchant fleet was increased in 1899 by the addition of 15 steamers of 30,980 tons, and there are in course of construction 21 steamers, with a capacity of 93,250 tons, of which 12 steamers of 35,050 tons are being built in Dutch yards.

The necessity of a Dutch east African line is attracting public attention on account of the close relations between the Netherlands and the South African republics. At present steamers of the German East African Line call here outward bound twice a month.

STEAM NAVIGATION.

The advancing price of coal and iron was felt by the oversea merchant marine, but did not, however, restrain the managers from giving to their enterprises the extension which the traffic demanded. In 1899, steam navigation companies made many calls on the money market.

The first was a loan of 750,000 florins ($301,500) 4½ per cent bonds of the Holland Gulf Company (to the Mexican Gulf, Port Arthur, Tex.), established at Rotterdam.

On March 1, the Holland-American Line (Nederlandsch-Amerikaansche Stoomvaart Maatschappij) placed on the market 2,500,000 florins ($1,005,000) 4 per cent bonds, at 98¾ per cent. At the same time notice was given that the share capital was increased 2,000,000 florins ($804,000).

On May 2, an inscription (sealed bids) took place for 311,750 florins ($125,323), shares which had not been issued by the Royal Netherlands Steamship Company (Koninklake Nederlandsche Stoomboot Maatschappij). At the same time, the existing shares of the Holland Steamboat Company (Hollandsche Stoomboot Maatschappij) to London and Hull were brought into market at about 130 per cent.

On June 20, the Financial Company for Industrial Enterprises (Financiaele Maatschappij voor Nijverheidsondernemingen) offered 1,900 shares of 1,000 florins ($402) each, of the South American Line, to be established for reopening traffic to Argentina and Uruguay.

The Royal Packet Company (Koninklijke Paketvaart), whose new contract with the Government was approved by the second chamber of the States General, at the end of February emitted 1,000,000 florins ($402,000) new shares at 150 per cent.

All these were signs of reviving enterprise, as also of increased trade movement.

Just before the end of the year, the Steamship Company Nederland (Stoomvaart Maatschappij Nederland) gave notice that it would propose an increase of the share capital by 3,000,000 florins ($1,206,000) to pay for the new steamers which were required for the increasing freight traffic.

This company paid, in 1899, 14 per cent dividend, against 11½ per cent in 1898; the Rotterdam Lloyd, 9½ per cent, against 8½ per cent in 1898; the Royal Packet Company, 9½ per cent, against 9 per cent in 1898; the Royal West Indian Mail Service (Koninklijke West-Indische Maildienst), 6 per cent, against 6½ per cent in 1898; the Holland-America Line, 6 per cent, against none in 1898; the Royal Netherlands Steamship Company, 10 per cent, against 9 per cent in 1898; the Dutch Navigation Company, 8½ per cent, against 8 per cent in 1898; the Steamer Company Zeeland (Flushing to Queenborough) reduced its share capital (common as well as preferred shares) to 50 per cent, in order to be enabled to write off the accumulated yearly losses.

On February 14 the steamer *Timor*, built for account of the Stoomvaart Maatschappij Nederland of this city for freight service to the Indies, was launched. The *Timor* is a steel screw vessel of 340 feet, over all 354 feet, 44½-foot beam, and draws 23½ feet; carrying capacity of 5,390 tons of 2,235 pounds, and a displacement of 7,900 tons. She is equipped with triple-expansion engines of 1,500 indicated horsepower, and with cargo is expected to make 10½ miles per hour.

I pause to note the humiliating fact that not a single vessel, sail or steam, except pleasure yachts, bearing our flag has entered or cleared this port during the last twelve months. Every dollar of the freight money on a hundred millions of dollars of exchange to and from America went into the pockets of foreigners. Under the circumstances it is not surprising that of the new tonnage launched in 1899, 54 per cent was for British owners.

During the year, coal has advanced 75 per cent and provisions, wages, and insurance premiums are higher; but freights, though increased, have not advanced so much, and vessels under old charters will sail under heavy losses.

During 1899, the interests of the port of Amsterdam have not been forgotten, and the enactment relating to the North Sea Canal is expected to bear rich fruit. The Rhine traffic has been only fairly satisfactory, the increase in the size of water craft requiring another lock at Utrecht.

Work on the new entrepôt dock will be concluded this year. Improvements at the wharfs are proceeding according to plans. The new dry dock next to the Queen's dock is being used.

Trade during the year has been pronounced by the president of the Amsterdam Chamber of Commerce to have been profitable. Prices of tea, chinchona bark, and tin experienced considerable advances. Tobacco imports have been larger than in any previous year.

Shipbuilding flourished in 1899, although yards for building sailing vessels languished for lack of orders.

RAILWAYS.

European railways did not, during 1899, keep pace with American roads in increased receipts. The receipts of the Netherlands railway lines were: Holland Railway (Hollandsche Spoorwegmaatschappij) from January 1 to November 30, 14,030,000 florins ($5,640,060), against 13,650,000 florins ($5,487,300) in 1898; increase during 1899, 2¾ per cent, against 5½ per cent in 1898.

Company for the Exploitation of State Railways (Maatschappij tot Exploitatie van Staatsspoorwege) from January 1 to November 30, 20,520,000 florins ($8,249,040), against 19,500,006 florins ($7,839,000) in 1898; increase during 1899, 5¼ per cent, against 1½ per cent in 1898.

Netherlands Central Railway Company (Nederlandsche Centraal Spoorwegmaatschappij) from January 1 to August 1, 870,000 florins ($349,740), against 800,000 florins ($321,600) in 1898; increase during 1899, 8 per cent, against 4½ per cent in 1898.

North Brabant German Railway Company (Boxtel-Wejel, Noordbrabandsche Duitsche Spoorwegmaatschappij) from January 1 to November 30, 660,000 florins ($265,320), against 640,000 florins ($257,280) in 1898; increase during 1899, 3 per cent, against 7 per cent in 1898.

Electric traction did not appear as an important factor during the year 1899 in competition for passenger traffic, as the principal electric railways proposed (Amsterdam to Haarlem and Rotterdam to The Hague) are not finished.

The results of the exploitation of the First Dutch Electric Tram Company (Haarlem to Zandvoort and Belt Railway Haarlem), which was opened in July, were only partially satisfactory.

Quotations of railway shares during 1899.

Railway.	Jan. 2.	May 3.	July 1.	Oct. 2.	Dec. 30.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*
Holland Railway	114¾	119⅛	[1] 113	112¾	106
Company for the exploitation of State Railways	111	115	[1] 110	109	105
Netherland Central Railway Co	35	34½	33	36¼	36
North Brabant German Railway Co	18	17⅞	18⅛	18	12
Bonds	91½	96¼	95	92¼	88
Second mortgages	20½	21¾	23	22	18⅛
Amsterdam Street Car Co	164¾	164	160	161¼	160
Netherland Tramway Co	103	109	107	104	103⅛
Govische Tramway Co., from Amsterdam to Hilversum, etc.	30	30	30	40	30

[1] Extra 4½ per cent dividend.

FINANCES, BANKING, AND SHARES.

The revenue of the Netherlands in 1899 was very satisfactory, yielding 5,666,000 florins ($2,277,999.73) in excess of 1898, and the estimates being exceeded by 5,750,000 florins ($2,315,500), being the most important surplus for an entire decade. This is due to the increase in the product of indirect taxation, which was 3,333,000 florins ($1,339,999.86) over 1898, and 2,000,000 florins in excess of the estimates. Succession taxes were the principal factors, yielding 2,500,000 florins ($1,005,000) more than the former year. Recording documents contributed 635,000 florins ($255,270) more. The stamp tax was 180,000 florins ($72,360) and mortgage taxes 100,000 florins ($40,200) more.

Direct taxation yielded 567,000 florins ($227,934) over 1898 and 800,000 florins ($321,600) in excess of the budget. Land taxation and personal taxation brought less than in 1898. Excise duties yielded 460,000 florins ($184,920) more than in 1898, and 1,750,000 florins ($903,500) over the estimate, which was 45,600,000 florins ($18,331,200).

The excise on liquors brought 633,300 florins ($254,586) less than in 1898, and 525,000 florins under the estimate. On the other hand, sugar yielded, after deduction of the premiums, 13,300,000 florins ($5,346,600), being 660,000 florins ($265,300) in excess of 1898, and 1,750,000 florins ($703,500) over the estimate.

The excise on meat yielded 100,000 florins ($40,200); on salt, 34,000 florins ($13,668); on beer and wine, 21,000 florins ($8,442) more than in 1898, being, respectively, 337,000 florins ($135,474), 16,000 florins ($6,432), and 93,000 florins ($37,386) over the estimates. The total direct and indirect taxes and excise duties produced 4,300,000 florins ($1,728,600) in excess of 1898, and 4,800,000 florins ($1,929,600) over the estimate.

The balance of the surplus was contributed by the following revenues:

	Estimate.		Proceeds, 1898.		Proceeds, 1899.	
	Florins.	United States currency.	Florins.	United States currency.	Florins.	United States currency.
Import duties	8,820,000	$3,545,640	8,780,000	$3,529,560	9,180,000	$3,690,036
Postal department	9,450,000	3,798,900	9,240,000	3,714,480	9,640,000	3,875,280
Telegraph	1,790,000	719,580	1,650,000	663,300	2,000,000	804,000
Pilot dues	1,950,000	783,900	2,000,000	804,000	2,190,000	880,380
Domains	2,350,000	944,700	2,380,000	956,760	2,390,000	960,780
State lottery	66,000	26,532	64,000	25,728	66,000	26,532
Hunting and fishing permits	13,000	5,226	13,000	13,526	14,000	5,628
Marking gold and silver ware	30,000	12,060	29,000	11,658	31,000	12,462

The debt of the municipality of Amsterdam on January 1, 1900, amounted to 96,321,500 florins ($38,721,243). During the year 1899, 938,300 florins ($377,196.60) were paid off.

Quotations of bank shares and dividends paid in 1899.

Banks.	Jan. 2.	May 1.	July 1.	Oct. 1.	Dec. 30.	Dividend paid in—	
						1899.	1898.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*
Netherlands Bank	200	207	199	197	198¼	8.7	9½
French Bank	[1] 3,800	[1] 4,000	[1] 4,000	[1] 4,150	[1] 4,200	[1] 130	[1] 109
German Government Bank	165	158	155½	165	156	8.51	7.92
Austrian-Hungarian Bank	133	130	129	128	129	7.35	6.43
Amsterdam Bank	202	211	205¾	203	200	9	8½
Rotterdam Bank	170	163½	160¼	157	156	7	7
Twentsche Banking Association	150	147	149	149	145	7	7½
Incasso Bank	122	131	131¼	128½	127	6½	6½
Netherland Bank and Credit Association for South Africa	94½	101	90	81¼	68	5	....
Java Bank	162	169	172	170	172	7.7	7½
Berlin Trade Bank	....	....	170¼	165	170¼	9	9
Berlin Bank	....	....	....	118	117¾	7	6½
Breslauer Discounting Bank	....	....	117½	115	117	7½	7
Copenhague Private Bank	....	....	....	128	122½	8	7

[1] Francs.

The large banks (which as long as the flow of money lasted and the rate of interest remained low, had poor years) had greater calls made upon them, principally from foreign countries. The high price paid for the shares of the French Bank is to be attributed thereto.

The German Government Bank received in May from the "Reichstag" new regulations which will take effect January 1, 1901. Its capital, formerly 120,000,000 marks ($28,560,000), will be increased to 180,000,000 marks ($42,840,000); half of the new shares will be emitted in 1900, and the balance before the end of 1905.

The amount of bank notes not subjected to taxes was increased from 385,000,000 marks ($91,630,000) to 430,000,000 marks ($102,340,000), whereby the bank was greatly favored.

On the contrary, the division of the profits between the shareholders and the Government will be made in favor of the latter. At present, the shareholders receive 3½ per cent, then the reserve fund gets its share, and afterwards the shareholders and the Government divide equally until 6 per cent dividend is reached. When 6 per cent is reached, three-fourths of the balance goes to the Government.

To begin with 1901, according to the new law, the Government will receive at once three-fourths, after paying 3½ per cent to the shareholders and carrying the percentage to the reserve fund. The Austrian-Hungarian Bank also received a new charter, extending its privileges up to the year 1910. Its shares, until now of 600 florins ($289.35), or 1,200 crowns ($243.12), will be increased to 1,400 crowns ($283.64) out of the reserve fund. In consequence of the large demands made by the industries for credit, different large German banking institutions increased their capital.

In the beginning of April, the shares of the Berliner Handels-Gesellschaft (Berlin Trade Association) made their appearance at 158½ per cent, plus interest from January 1 (later on they were sold, according to Amsterdam usage, without interest added). June 1, the shares of the Breslauer Disconto Bank (Breslau Discounting Bank) followed at 117½ per cent; July 3, those of Berliner Bank at 117½ per cent; and June 19, those of a Danish institution, the Copenhagen Private Bank, at 129½ per cent.

Besides these, 15,000 shares of 500 francs ($96.50) each, of the Banque Internationale, of Brussels, were offered in this market at 110⅝ per cent.

On February 23, the Twentsche Bankvereeniging (Twentsche Banking Association) emitted 2,000,000 florins ($804,000) new shares at 130 per cent.

On March 29 the Ontvang en Betaalkas (collecting and paying cash) offered 1,000 shares of 1,000 florins ($402) at 107 per cent, with a claim on dividend of the half year, and in June the Rotterdam Bank brought into market 4,292 new shares of 200 florins ($80.40) each at 152 per cent, with a claim on dividend of the half year. The share capital of this institution was thereby increased to 6,000,000 florins ($2,412,000).

Rates of exchanges in the Amsterdam market during the year 1899.

	Beginning January.	Apr. 8.	May 6.	June 17.	Sept. 16.	Nov. 18.	December.
	Florins.	*Florins.*	*Florins.*	*Florins.*	*Florins.*	*Florins.*	*Florins.*
Sight London..	12.11½	12.15	12.12½	12.15	12.12½	12.05 to 12.07½	12.14 to 12.10½
Sight Paris	48.05	48.17½	48.10	58.20	47.95	47.85 to 47.80	47.80 to 47.87½
Sight Berlin ...	59.25	59.42½	59.32½	59.45	59.27½	58.92½ to 59	59 to 58.95

The gold movement at the Netherlands Bank commenced in March, when nearly 3,000,000 florins ($1,216,000) foreign gold coin was shipped to Germany and England.

In June, there was again a demand for gold, when 4,500,000 florins ($1,809,000) went to England, which caused the board of management to raise their rates of discount. Nevertheless, 4,000,000 florins ($1,680,000) again left their vaults and there followed another increase in the rate of discount in July, still without result. About July 20 this institution lost again 4,000,000 florins ($1,680,000) gold, in consequence whereof the rates of discount were brought up to 4½ per cent.

In October and November, the flow of gold was turned in the direction of this country, and the Netherlands Bank received gold from England and Germany until it was stopped in those countries by increasing the rates of discount. Notwithstanding the large movement in the rates of exchange and of gold during 1899, the figures showing the stock of gold in the British and French banks of circulation do not differ much; the difference between the German Reichsbank and the Netherlands Bank was larger, both of which held less gold than in the beginning of 1899.

The stock of gold, etc., amounted to:

Date.	Bank of England, gold, coined and bars.		French Bank.			
			Gold.		Silver.	
			Francs.		*Francs.*	
Dec. 31, 1898	£29,000,000	$141,128,500	1,822,000,000	$351,646,000	1,207,000,000	$232,950,000
July 1, 1899	32,000,000	155,728,000	1,900,000,000	366,700,000	1,216,000,000	234,688,000
Dec. 31, 1899	29,000,000	141,128,500	1,875,000,000	361,875,000	1,157,000,000	223,301,000

Date.	German Reichsbank, gold and silver.		Netherlands Bank.			
			Gold.		Silver.	
	Marks.		*Florins.*		*Florins.*	
Dec. 31, 1898	752,000,000	$178,976,000	52,000,000	$20,904,000	81,000,000	$32,562,000
July 1, 1899	827,000,000	196,826,000	38,000,000	14,276,000	75,000,000	30,150,000
Dec. 31, 1899	700,000,000	166,600,000	45,000,000	18,090,000	72,000,000	28,944,000

The average rise in prices in 1899 was about 12 per cent, and prices are higher than at any time since 1891. The greatest advance, it may be said, was in minerals and textiles.

Quotations of factory shares during the year 1899 and dividends paid in 1898 and 1899.

	Jan. 2.	July 1.	Dec. 30.	Dividends paid.	
				1899.	1898.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*
Western Sugar Refinery	230	199	195	20	37
North Netherlands Beet-Sugar Factory	90	70	90	4½	2½
Delft Yeast Factory	25	24	50	....	....
Electra	110	120	116	6½	6
Netherlands Indian Electricity	67	75	65	....	....
Netherlands Factory of Steam Engines and Railway Material	100	102½	102½	4	6
Bohemian Glass Factory (Ant. Ziegler) and Coal Mines	197	185	180	6	6

Quotations of shares and bonds of financial and industrial institutions.

	Jan. 2.	May 15.	July 12.	Oct. 12.	Dec. 2.	Dec. 20.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*
Shares Cultivation Co. der Vorstanlanden	62	68	57½	56½	65½	63½
Shares, preferred, Cultivation Co. der Vorstanlanden	140	144½	138	141½	143	138
Shares Trading Society, Amsterdam	112	118	110¾	113	118¾	115
Shares International Credit and Trading Society, Rotterdam	73	77	73	73	....	78½
Shares Liquidation Barges Mohrmann	61	71½	63	59	66¾	63
Shares Colonial Bank	52¾	47	45	45	54½	52
Shares, preferred, Colonial Bank	69	65½	64	60	70	69
5 per cent bonds Colonial Bank	104	103	103	102	102	101
Shares Dutch Indian Trading Bank	85½	86	81½	81	86¾	84⅞
Bonds Netherlands Indian Agricultural Company	106½	106	104–105	103–104	104½	102½
Shares Dutch Trading Company	153½	159	151	147	148¾	148⅞
Shares Java Bank	162	169	172	170	171	172
Shares Java Culture Company	70	85	90	90	98	101
Shares Java Wood Exploitation Company	80	98	100	98	97	95
Shares Sugar Refinery Sentanen Lor	121	125	125	125	125	128
Shares Sugar Refinery Kalibagor	36	35	50	70	67	66

INDIAN BANK SHARES.

In May, the trade in Indian bank shares revived on account of the reports and the expectations of dividends.

Dividends paid in 1899 (on shares) compared with 1898.

	1899.	1898.
	Per cent.	*Per cent.*
Liquidation Barges Mohrmann	3	....
Netherlands Indian Agricultural Co	2 3/16	1 3/16
Netherlands Indian Trading Bank	4½	3½
Netherlands Trading Co	(1)	(2)
Trading Society, Amsterdam	8	7
International Credit and Trade Association, Rotterdam	3 3/16	3 3/16
Culture Co. der Vorstanlanden	2½	....
Culture Co. der Vorstanlanden, preferred shares	7½	....
Java Culture Co	5	....
Java Wood Exploitation Co	7 3/16	5
Sugar Factory Sentanen Lor	8	....

[1] 75 florins ($30.15).

[2] 60 florins ($24.12).

JAVA RAILWAYS.

The receipts of the railway and tram companies of Java increased moderately.

The Netherlands Indian Railway Company collected, from January 1 to November 30, 2,720,000 florins ($1,093,440), against 2,520,000 florins ($1,013,040) in 1898, on the road Samarang Vorstenland; on the road Batavia Bruteryorg, 785,000 florins ($315,570) against 783,000 florins ($314,766) preceding year.

The steam tramway Samarang-Joano collected during the same period, per day kilometer, 10.40 florins ($4.18) against 10 florins ($4.02); the East Java, 15.20 florins ($6.09) against 14.30 florins ($5.75) in 1898. The Samarang-Cheribon Steam Tramway Company was finished in February, 1899, and emitted in June 500,000 florins ($201,000) 4 per cent bonds at 101 per cent.

The Samarang-Joana Company in October issued 1,000,000 florins ($402,000) 4 per cent bonds at par.

The Molang Steam Tramway Company in March issued 800,000 florins ($321,600) 4 per cent bonds at par.

The Madsera Steam Tramway Company issued in June 3,000,000 florins ($1,216,000) 4 per cent bonds at 99 per cent.

The Modjokerto in June issued 300,000 florins ($120,600) 4 per cent bonds at par; and lastly the Babat Djombang Company in September issued 600,000 florins ($241,200) 4½ per cent bonds at par.

The following dividends have been paid in 1899, compared with 1898:

	Dividends.		Quotations.		
	1899.	1898.	Jan. 2.	July 1.	Dec. 20.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*
Netherlands Indian Railway Co	10	10 1/16	209¼	229	215
Semarang-Joana Railway Co	10¼	10¼	180	180	180
Semarang-Cheribon Railway Co	3	3	123	140	135
East Java Steam Tramway Co	3¼	3¼	112	105	102
Molang Steam Tramway Co	2¼	....	109¼	118	110
Madsera Steam Tramway Co	4	2	102	105	92
Babat-Djombang Steam Tramway Co	....	....	90	89	80

MINING SHARES.

Quotations of shares of Indian mining and exploitation companies during the year 1899.

	Jan. 2.	Mar. 4.	May 15.	July 31.	Oct. 25.	Dec. 30.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*
Netherlands Indian Exploration Co. (gold mining)	125	115	115	125	100	87
Netherlands Indian Mining Co. (gold mining)	80	64	83	92	81	80
North Celebes (gold mining)	92	71½	85	107	103	96
Kwandang Soemalata (gold mining)	62	49	....	54	63	55
Soemalata (gold mining)	170	....	207	209	220	210
Tagoeat (gold mining)	51	40	....	40	26	26
Singky (tin mining)	93	120	147	153	140	136
Tjenako (coal mining)	119	109	....	104	75	80
Guyana Placer (gold mining)	112	150	280	250	240	235
Suriname Exploration Co. (gold mining)	....	....	190	160	151	220

In June, the West Indian Gold Mining Company Brokopondo issued 400,000 florins ($160,800) at par value, and in September the Placco Gros 800,000 florins ($321,600) preferred shares at par value.

The prospects on Celebes are less promising than in Guiana. They seek gold there either by boring or by digging in deep ground, and many times gold veins have been found—for instance, in Soemalaka. The results of the gold-mining industry in East India are, however, unfavorable. The results of the tinning company Singkep for 1898 were favorable, principally on account of the high prices of tin—55.21 florins ($22.19) per 50 kilograms (110 pounds), against 39.15 florins ($15.73) preceding year. The dividend paid per share of 250 florins ($100.50) was 20.36 florins ($8.18), against 10 florins ($4.02) preceding year.

The Billiton company paid a considerably higher dividend, viz, on Series I, 224.60 florins ($90.29), against 99.60 florins ($40.04), and on Series II, 175 florins ($70.35), against 50 florins ($20.10) preceding year.

Quotations of petroleum shares during the year 1899.

	Jan. 2.	Mar. 11.	Apr. 10.	May 15.	Sept. 2.	Nov. 25.	Dec. 11.	Dec. 30.
EUROPEAN AND CAUCASIAN COMPANIES.								
	Per ct.	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*	*Per ct.*
Holland-Roumanian	95	107	117	117	99	78	75	58
Netherland-Roumanian	27	24	19	35	....	....	40	40
Amsterdam-Roumanian	80	74	....	74	79	70	68	60
Netherland Petroleum Co. (Galicia)	22	19	....	18	18	14	....	14
Elsasser	130	125	120	115	92	91½	90	83
Oil Wells, Hanover	47	....	50–60	53	....	38	50	50
Russian Petroleum and Liquid Fuel	277	268	265	230	237	240	230	230
Schibaleff (common shares)	168	150	160	147	147	180	160	151
Schibaleff (preferred shares)	107	108	110	....	101	115	104	103
INDIAN.								
Royal Company for the Exploitation of Petroleum Wells	246	145	180	224	165–180	165	300	273
Sumatra Palembang	89	81	94	90	70	82	79	81
Mocara Emin	134½	128	127	134	158–149	169	135	135½
Dordtsche	112	113	114	120	118	127	124	12
Java	170	160	169	170	143	97	92	70

The Roumanian and Galician petroleum companies do not figure favorably in the above table. During the year 1899 many shafts were sunk, and some of them are successful. The expenses, however, in most cases consumed a large part of the proceeds.

Dividends have been paid only by the Elsasser Petroleum Company (5 per cent) and by the company for oil wells in Hanover (1 per cent).

The shareholders of the Holland-Roumanian Petroleum Company, which in January issued the balance of their shares, viz, 250,000 florins ($100,500) at par value, in July gave their approval to the extension of the capital from 1,000,000 florins ($402,000) to 2,000,000 florins ($804,000) for building a refinery. When later on, however, the condition of the money market did not allow this issue, the board of management resolved to cooperate with the company for the exploitation of petroleum refineries in Roumania, capital 500,000 florins ($101,000), of which 300,000 florins ($120,600) has been placed. The company will build a refinery.

The production of the Sumatra Palembang Company amounted during the year 1899 to—

	Units.		Units.
January	43,000	July	42,000
February	49,000	August	75,000
March	31,000	September	68,000
April	58,000	October	67,000
May	56,000	November	63,000
June	49,000	December	92,000

The increase was caused by successful boring. The Royal company paid in 1898 only 6 per cent dividend, and the figure of its production during the year 1899 remained far below that of the spring.

In the beginning of December, the report that a well of relatively large capacity was sunk improved the price to 100 per cent. The production, however, did not justify the rise in price. The Mocara Emin company also sunk wells, which in most cases proved the presence of oil in large quantities.

Production and sales of the Dordtsche Petroleum Company.

Month.	Production.		Sales.	
	1899.	1898.	1898.	1897.
	Units.	*Units.*	*Units.*	*Units.*
January	129,169	113,656	106,860	108,007
February	106,175	96,179	106,294	105,015
March	123,938	125,995	123,905	122,476
April	114,403	122,917	123,463	111,025
May	153,000	115,689	126,168	118.751
June	149,103	126,356	122,211	124,279
July	153,741	138,532	126,263	144,399
August	148,000	124,222	125,779	188,000
September	148,000	123,660	134,000	125,805
October	142,000	141,216	143,000	121,000
November	138,000	138,271	139,000	126,000
December	....	133,726	125,000	124,125

Production of the Sumatra Palembang Company, 1899.

	Units.		Units.
January	43,500	July	42,000
February	49,000	August	75,000
March	31,000	September	68,000
April	58,000	October	67,000
May	56,000	November	63,000
June	49,000		

Production of the Royal Netherlands Company.

Month.	1899.	1898.	1897.	1896.
	Units.	*Units.*	*Units.*	*Units.*
January	250,000	520,000	226,200	128,000
February	170,000	580,000	222,000	116,706
March	171,000	710,000	336,000	128,788
April	160,000	740,000	324,000	124,881
May	149,000	839,000	345,000	131,676
June	137,000	472,000	345,000	146,555
July	127,000	382,000	360,000	167,630
August	129,000	300,000	436,000	107,747
September	183,000	270,000	420,000	136,474
October	129,000	250,000	500,000	214,964
November	128,500	270,000	501,000	209,465
December	....	221,000	540,000	238,420

Nearly all the petroleum imported into the Netherlands comes from the United States, and of the arrivals, amounting to about 2,000,000 barrels per year, some 600,000 barrels are imported at Amsterdam. The consumption in the Netherlands, which was about 600,000 barrels in 1889, is estimated now to be over 1,000,000 barrels. Small consumers are supplied by the wholesale dealers by tank wagons, tank lighters, and street tanks, the barrel system being completely antiquated. One sees at the railway stations tank cars marked "American Petroleum Company."

Present prices are 13.30 florins ($5.58) per 100 kilograms in consumption.

TOBACCO.

Quotations of tobacco shares during the year 1899.

	Jan. 2.	Mar. 15.	May 10.	July 6.	Sept. 18.	Nov. 21.	Dec. 30.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*
Deli Maatschappy	500	506	470	425	420	409	416
Senembah	487	499	480	420	404	424	412
Amsterdam Sumatra	137	150	180	130	127	120	122
Amsterdam Deli	695	675	719	600	625	676	665
Rotterdam Deli	180	185	260	230	225	221	219
Deli Batavia	435	449	439	340	340	345	325
Deli cultuur	154	161	150	123	109	95	95
Deli tobacco	62	72½	66	48	52	55	55
Deli tobacco (preferred shares)	133	129	120	93	95	90	77½
Franco Deli	82	86	76	62	63	58	60
Langkat cultuur, A	133	139	163	133	132	139	132
Langkat cultuur, B	66	68	95	80	83	79	68
Langkat tobacco, A	154	158	140	112	117	129	125
Langkat tobacco, B	124	125	123	95	99	99½	100
Namoe Djarvi	106	122	126	100	104	89	85
Herrings	100	94	130	135	146	143	148
Padang tobacco	120	120	144	150	170	187	179
Serdang A	201	253	230	237	220	220	214
Serdang B	85	109	103	100	95	95	91

The tobacco trade again increased in 1899. Imports were larger, but prices paid for the product were, on an average, lower than in the preceding year.

The production of Sumatra tobacco was:

	Bales.
1895	204,000
1896	191,000
1897	202,000
1898	236,000

The following dividends have been paid:

	1899.	1898.
	Per cent.	*Per cent.*
Deli Maatschappy	[1]28 3/16 [3]10	[2]17½ [3]20
Senembah	[2]28 [3]15	[2]27 [3]22
Amsterdam Deli	[2]47½ [4]35	[1]36 [4]45
Rotterdam Deli	12	....
Amsterdam Sumatra	11½	5
Deli tobacco	3½	1
Deli tobacco (preferred shares)	9½	7
Deli cultum	7	5
Langkat cultuur, A	10¼	9 4/16
Langkat cultuur, B	3¼	2 4/16
Langkat tobacco, A	6	....
Langkat tobacco, B	6	....
Padang tobacco	6	7
Serdang A	15	11
Serdang B	4½	2½

[1] April. [2] May. [3] November. [4] December.

A number of new tobacco companies appeared in this market in 1899.

Amsterdam is a free tobacco market, supported by a large cigar industry. The importation for sale of the different varieties of Sumatra tobacco during the year 1899 have been: Amsterdam, 201,877 packages; Rotterdam, 31,532 packages; Bremen, 2,243 packages; total, 235,652 packages. At an average price of 92 Dutch cents per one-half kilogram, the total value was 33,000,000 florins, which, converted at the rate of 0.402, United States gold per florin, equals $13,266,000.

Of Borneo tobacco, the importation in 1899 was: Amsterdam, 18,737 packages; Rotterdam, 3,651 packages; Bremen, 116 packages; total, 21,567 packages; which, at an average price of 82 Dutch cents per one-half kilogram, yielded 2,663,000 florins, or $1,050,526.

Prices for Habana cigars range from 86 florins, or $34.57, per 1,000 (Regalia de la Reina, of the manufactory La Sirena), to 400 florins ($160.80) for Celestiales, of Mi Flor manufactory. The Imperiales, of the Henry Clay manufactory—a brand so popular in the States—sell at 360 florins ($144.72) per 1,000; Camelias, of the same house, at 220 florins ($88.40), and Sensativas at 235 florins ($94.47).

All tobacco exported from Amsterdam to the United States is Sumatra wrapper, the duty on which is $1.85 per pound.

JAVA INDIGO.

The demand for this article was good at the beginning of the year. Prices were depressed during the first months on account of the large stock and the continual offers of unsold lots of the 1898 crop. Even fine quality brought only 2.50 florins ($1).

In the month of June, when the stock of about 4,900 chests on hand at the beginning of the year had decreased to 1,700 chests, and it was certain that by the smaller cultivation, as well as by the larger exports from Samarang to Japan the imports into this market would be limited, prices began to strengthen. A further rise in price took place, which on an average was 80 cents ($0.32), so that fine quality again could command 320 to 330 cents ($1.29 to $1.33), which price, however, compared with former years, must be called low. The market closed firmly at the end of the year.

Prospects are bright for indigo. The Bengal crop is the smallest for twenty years, and the best information is that the "Badische" production is not seriously interfering with the use of real indigo.

COFFEE MARKET.

The Dutch Trading Company sold at auction last year 212,058 bags and 177 chests of coffee, and private persons 365,942 bags and 1,218 chests, or a total of 578,000 bags and 1,395 chests. Sales have been:

Year.	Bags.	Chests.
1898	469,327	1,887
1897	560,402	2,408
1896	523,639	3,406
1895	549,936	1,528
1894	652,106	1,742
1893	589,009	2,595

As in former years, Santos and African coffee, as well as coffee sold at Batavia in the Government auctions, were sold in part on delivery through the mediation of the liquidation banks, which operations are not included in the returns.

During the present year, it is estimated that 135,000 piculs (may be considered bags, as the picul closely approximates the standard coffee bag of 60 kilos or 132 pounds) will be sold at auction.

The importation by the Dutch Trading Company was, in 1899, 73,500 bags less than the former year, but by private parties 203,400 bags more of Java were imported, 4,200 less of Celebes, 43,400 more of Santos, 5,300 bags more of Central America and Venezuelan, and 21,200 bags less of African. The low prices seem to have influenced the exportation from producing markets. The larger exportation from Java was caused by the increased crops of most private plantations. The greater amount of Santos coffee received was due to the large crop, to the increase of consumption of Santos coffee in the Netherlands, and to the perfect service of the Hamburg-South America Steamship Company, which worked as in the previous year in conjunction with the steamers of the North German Lloyd Line, so that in 1899, 39 steamers brought to Rotterdam 919,100 bags. Central American coffee came exclusively from neighboring markets and was much cheaper than Java.

The total importations into the Netherlands by private parties has been—

	Bags.		Bags.
1899	1,630,000	1895	888,000
1898	1,240,000	1894	740,000
1897	1,184,000	1893	616,000
1896	978,000		

I suppose that it is generally understood that the coffee, which now is known as Java, is not the small, round Arabian bean, but the large, flat Liberian bean, with which the plantations were replanted after the devastation of the Arabian or Mocha trees by the blight in 1879.

SUGAR MARKET.

Sugar was very depressed until March, when an improvement in prices was noted, which kept up until the first week in May, when the highest point of the year was reached. Quotations remained stationary for several months, but declined at the end of December to an even lower figure than in January.

The stock was estimated in the beginning of 1899 at 2,390,000 tons against 2,532,000 in 1898, and at the end of the year at 2,366,000 tons against 2,323,000 at the end of the preceding year. The production, according to Licht, which amounted in 1898–99 to 8,864,772 tons, is estimated for 1899–1900 at 8,180,000 tons, of which 5,480,000 tons is beet sugar and 2,700,000 tons cane sugar. To the present 1899–1900 crop, Licht adds 900,000 tons as remainder of the stock on September 1 last. Thus the visible world supply shows 9,080,000 tons against which is set a consumption of 8,280,000 tons, resulting in a surplus of 800,000 tons on August 31, 1900.

Sugar from the Netherlands no longer finds a market in the United States, the Dutch provisions with regard to it being held to be equivalent to an export bounty. The exportation of sugar to the United States, which amounted, from the Amsterdam district, to 3,500,000 florins in 1896 and 4,500,000 florins in 1897, fell to less than 1,000,000 florins in 1898 and in 1899.

Mr. Robinson, the British consul at Amsterdam, thinks that if the continental governments would reduce the excise charged on home consumption ($6 per hundredweight in France, $2.75 in Russia, $2.50 in Germany and Austria, and $5.75 in the Netherlands) the consumption, now averaging 20 pounds per capita, might easily be doubled or even quadrupled. He finds the situation here paradoxical, Holland being a fruit-producing country with cheap coal and labor and yet importing nearly all its jam, etc., from Great Britain after sending both the fruit and the sugar to English jam manufacturers.

During the month of January, 1900, the beet-root sugar factories of the Netherlands turned out 7,306,000 kilograms, or 17,093,200 pounds, and since the beginning of the season 165,531,000 kilograms, or 364,168,200 pounds, of sugar.

TEA MARKET.

During the past year, there arrived direct from Java at Amsterdam 64,746 chests of tea, and at Rotterdam 794 chests. Deliveries of Java tea at Amsterdam have been as follows:

	Chests.		Chests.
1899	69,261	1896	57,324
1898	90,572	1895	49,885
1897	60,634		

In the eight auctions there were sold:

Year.	Whole chests.	Half chests.	Sixteenth chests.
1899	66,341	1,187	1,792
1898	65,485	2,056	3,304
1897	60,010	4,256	1,304
1896	54,153	3,463	1,146
1895	45,410	2,678	605
1894	53,237	3,851	2,081

For white-pointed teas, the year was less favorable. The extremely large imports of prime qualities of flowery Pecco, which brought lower prices, pressed heavily on the coarser white-pointed teas.

The consumption has been:

	Chests.		Chests.
1899	35,703	1895	26,383
1898	35,642	1894	26,742
1897	31,936	1893	21,887
1896	28,663		

The exports have been:

	Chests.		Chests.
1899	33,558	1895	23,506
1898	34,930	1894	26,589
1897	28,698	1893	17,426
1896	28,662		

The home consumption in 1898–99 did not increase much, and the exports fell off somewhat. The presumable cause is the higher prices for ordinary, of which the sales are the largest.

In 1899, 7 closed bids took place, against 4 in 1898, 5 in 1897, 4 in 1896, 3 in 1895, 4 in 1894. Sales amount to:

Year.	Full chests.	Half chests.	Sixteenth chests.
1899	....	4,038	600
1898	21	3,696	1,216
1897	30	4,403	305
1896	....	3,541	1,897
1895	....	3,440	500
1894	13	5,175	800

A recent writer says:

> Java teas have greatly improved in quality, and win medals and mention at every exposition; but they have India and Ceylon as formidable rivals, in addition to China and Japan, and their market remains in Holland and Germany, and in Persia and Arabia by way of Bombay; this Mohammedan trade being an inheritance of those early times when the Dutch drove the Moormen out of Ceylon and the far Eastern trade.

QUININE.

The decreased shipments of cinchona bark from Java brought better prices to the planters in 1899. Speculation assumed large dimensions on small shipments, and prices reached in March a figure not known for years. The sales in that month in first and second hands were very large. The year ended with trade in good condition, and unsold stock on hand was not large.

The imports during the year amounted to 3,379 colli (642,010 pounds), Government, and 66,661 colli (12,665,590 pounds) private. Sales of all kinds amounted to 64,356 colli (12,227,540 pounds) equal to 58,773 bags and 5,583 chests, containing, according to analysis, 272,570 kilos (600,908 pounds) of sulphate of quinine against—

Year.	Cinchona bark.		Sulphate of quinine.		Year.	Cinchona bark.		Sulphate of quinine.	
	Kilos.	*Pounds.*	*Kilos.*	*Pounds.*		*Kilos.*	*Pounds.*	*Kilos.*	*Pounds.*
1898	5,294,862	11,673,058	259,793	572,740	1893	3,369,506	7,428,413	149,540	329,675
1897	4,849,739	10,691,735	264,000	582,014	1892	2,983,826	6,578,143	138,491	305,317
1896	4,977,182	10,972,695	263,421	580,738	1891	3,431,580	7,565,151	136,724	301,422
1895	4,484,488	9,886,392	225,188	496,339	1890	2,901,891	6,397,509	108,400	238,978
1894	3,316,339	7,311,201	157,820		1889	2,073,389	4,570,998	77,060	169,886

The average value per unit of cinchona bark sold was 7.1 Dutch cents, against 4.86 in 1898 and 4.65 in 1897. Cinchona bark sold at auction consisted of Government crop and private crop.

GOVERNMENT CROP.

	Kilos.	Pounds.	Kilos sulphate of quinine.	Pounds.
Ledgeriana	301,148	663,911	22,331	49,211
Succirubra	49,083	108,208	1,098	2,421
Total	350,231	772,119	23,429	51,682

PRIVATE CROP.

	Kilos.	Pounds.
Ledgeriana	3,577,662	7,887,813
Succirubra	849,267	1,872,294
Hybriden	507,757	1,119,401
Officinalis	1,374	3,029
Calisaya	1,370	3,020
Total	4,937,430	10,885,057

These contained 234,944 kilos (517,958 pounds) of sulphate of quinine, of which 20,475 kilos (45,139 pounds) was pharmaceutical bark and 214,469 kilos (472,818 pounds) factory bark. The shipments of cinchona bark from Java from January 1 to November 30 were:

Year.	Kilos.	Pounds.
1898-99	5,900,900	13,009,124
1897-98	5,431,500	12,074,285
1896-97	4,335,250	9,557,492
1895-96	4,927,500	10,863,167

The "unit" is the 5 grams of sulphate of quinine contained in the bark.

RICE.

There were fluctuations in price because of the lower estimates of the Burma crop and the demand for China and British India. There were few offers of Java rice and the article was firmly held. Japan rice was offered at very high prices, even higher than the price at which polished is still to be bought here.

Japan rice bought in September at 5¼ florins ($2.11) is now held at 7 to 7½ florins ($2.81 to $3.03). Of Burma rice, some sales took place for quick delivery of the new crop at nearly 4½ florins ($1.81), and for later delivery at nearly 4⅜ florins ($1.76).

The Burma crop of 1900 is estimated at 1,900,000 tons, against 1,500,000 tons in 1897, 1,900,000 tons in 1898, and 1,600,000 tons in 1899. The imports into the Netherlands amounted to 1,967,000 bags in 1899, against 1,538,000 bags in 1895, 1,303,000 bags in 1896, 1,545,000 bags in 1897, and 1,737,000 bags in 1898.

Stock on hand December 31.

Year.	Java table.	Java.	Total.
	Bags.	*Bags.*	*Bags.*
1895	102,800	14,500	117,300
1896	36,300	15,600	51,900
1897	1,500	24,700	26,200
1898	21,000	17,000	38,000
1899	8,300	1,700	10,000

Course of prices.

Year.	Java table rice.			
	Kandanghance.		Indramayo.	
	Florins.		*Florins.*	
1899	9 to 8	$3.62 to $3.32	8¾ to 7½	$3.52 to $3.02
1898	9½	3.82	9	3.62
1897	9	3.62	8½	3.42
1896	6½ to 7½	2.61 to 3.02	6 to 7½	2.41 to 3.02
1895	7½	3.02	7	2.81

Year.	Java.		Rangoon Bassein.	
	Florins.		*Florins.*	
1899	6¼ to 6¾	$2.51 to $2.71	3¾ to 4½	$1.51 to $1.81
1898	7¼ to 8¾	2.91 to 3.52	3¼ to 5	1.31 to 2.10
1897	6 to 7½	2.41 to 3.02	3¾ to 4¾	1.51 to 1.91
1896	5¼ to 6½	2.11 to 2.61	3 to 4½	1.21 to 1.81
1895	5 to 6	2.01 to 2.41	3⅛ to 3⅜	1.26 to 1.36

COCOA.

The year past was not very favorable for cocoa. Imports from Java amounted to 16,850 bags in 1899, against—

	Bags.		Bags.
1898	16,500	1895	15,200
1897	13,800	1894	8,630
1896	12,600	1893	6,860

On this market, there were brought to auction—

	1899.	1898.	1897.	1896
Java, bags of 50 kilos	16,353	17,640	13,260	12,725
Surinam, bags of 80 to 100 kilos	1,277	977	1,658	2,972
Other	205	387	761	2,611
Total	17,785	19,004	15,679	18,308

For the first time, cocoa powder was sold at public auction at Amsterdam, bringing from 45 to 50 Dutch cents (18 to 20 cents American) per one-half kilogram. This was a very unusual occurrence, because double that price has been paid for cocoa powder, and was in consequence of the high prices prevailing for cocoa butter, being 96 Dutch cents (38 American cents) per one-half kilogram. The article cocoa butter, which formerly was a by-product, has become the main product, and the result is that cocoa is now manufactured on a large scale in order to meet the demand for cocoa butter. A larger amount of cocoa powder is now produced than can be sold, and it will be disposed of wholesale by monthly auctions, which probably will cause prices to sag still further.

SPICES.

Nutmegs and mace.—The market remained quiet during the whole year. The demand was small, and a great part of what was offered in auction, especially the Banda product, remained unsold, as the owners were not inclined to sell under estimates. There was more call for the lots offered in this market by private firms, and many sales took place at firm prices. In November, the opinion became more favorable, caused by the important deliveries and the decreasing stock. Lots remaining unsold at different auctions were taken from the market at full estimates, or a few cents under estimates.

The sales in November amounted to 2,000 collis (380,000 pounds) of nutmegs.

Contrary to expectations, there was less demand for Banda mace, the lower grades, however, selling firmly at prices over estimate.

Amboina cloves remained the whole year in a depressed condition. The imports were small, as also the sales—40 bags were imported and 90 bags sold out of first hand.

Price is firmly kept at 26 cents ($\$0.10\frac{4}{10}$.)

PEPPER.

White Java.—The imports consisted of 900 bags, and sales amounted to 850 bags. Fine double washed commanded 55 cents ($\$0.22\frac{1}{10}$); less fine, or alias Tenang, on an average 45 cents ($0.18).

Black Java.—The imports and the sales amounted to 900 bags.

In the first half of the year, 27 to 29 cents ($0.10\frac{8}{10}$ to $\$0.11\frac{6}{10}$) was paid; during the full year, 30 to 32 cents ($0.12\frac{6}{10}$ to $\$0.12\frac{8}{10}$).

The trade in black Lampong pepper consisted mainly of contracting for future delivery. The very small estimate of the crop, on account of a severe disease of the pepper plants, principally in the Lampong districts, caused a firm trade. Prices closed in December at 29¾ cents ($0.12). The total imports amounted to 33,000 bags, against 43,000 bags in 1898, 32,000 bags in 1897, 28,000 bags in 1896, and 41,000 bags in 1895.

In the Amsterdam market, 271,400 bags were sold on future delivery (term), against 317,000 bags in 1898; 192,000 bags in 1897, 100,600 bags in 1896, and 112,800 in 1895. The sales on future delivery at Rotterdam amounted to 395,000 bags, against 422,000 bags in 1898, 290,400 bags in 1897, 187,400 bags in 1896, and 270,000 bags in 1895.

The deliveries at Amsterdam were 39,800 bags against 62,000 bags in 1898, 45,000 bags in 1897, 40,600 bags in 1896, and 35,400 in 1895.

Imports.

Year.	Nutmegs.	Mace.	Cloves.	Pepper.
	Tons.	*Tons.*	*Bags.*	*Bags.*
1895	780	210	500	41,000
1896	848	208	240	28,000
1897	870	173	420	32,000
1898	775	226	2,800	43,000
1899	825	190	40	33,000

Sales out of first hand.

Year.	Nutmegs.		Mace.	
	Collis.	*Pounds.*	*Collis.*	*Pounds.*
1895	11,000	2,090,000	4,250	807,500
1896	12,700	2,413,000	3,900	741,000
1897	9,500	1,805,000	3,500	665,000
1898	13,800	2,622,000	4,500	855,000
1899	13,700	2,603,000	4,000	760,000

Stock in first hand.

Year.	Nutmegs.	Mace.	Cloves.	Pepper.
	Tons.	*Tons.*	*Bags.*	*Bags.*
1895	175	43	1,000	18,500
1896	140	52	945	8,500
1897	341	36	630	10,000
1898	282	45	740	5,300
1899	174	46	700	6,000

HIDES AND LEATHER.

The Hide, Skin, and Leather Company "Koelit," formerly Brummer & Co., in its annual hide and skin circular covering the Amsterdam and Rotterdam markets, issued January 1, 1900, states that in the early part of the year business was dull, but immediately hostilities in South Africa began, a brisk trade followed. The demand for the stocks and the production of hides has been rather heavy, thus effecting the sudden rise in value of the last months. The tanners could not as quickly increase the price of leather and they have undergone a severe struggle, the price of leather being sometimes lower even than that of the hide. During the last few years, the raw article has led every movement. The United States has appeared at the head of this.

The commencement of the year was not favorable to Java ox and cow hides, and in the spring, owing to the failures of Java hide tanners in Germany, a difficult market with lower prices resulted. However, when the market generally improved in the autumn, these were the first to feel the benefit. Their values are now about 20 per cent above the lowest obtaining in early summer and 5 to 10 per cent above those at the opening of the year. Stocks are small and all arrivals sell readily.

Java buffalo hides were in slow demand and prices generally lowered. The best shaved Batavia qualities for sole leather were mostly neglected. These hides were not touched by the improvement till the end of November. The light, transparent hides for sandals and laces were in strong demand.

Dry East Indian buffalo hides were mostly imported for local domestic consumption.

Venezuela and West Indian hides arrive regularly in small lots and find ready buyers. The same is true of Java horsehides.

Java goatskins found a good trade in this market, although merchants in Java favor sending them directly to the United States.

Imports of hides.

Year.	Piculs.	Pounds.
1880	356,800	47,573,333
1881	380,500	50,733,333
1882	444,700	58,760,000
1883	497,800	66,373,333
1884	491,100	65,480,000
1885	505,400	67,386,666
1886	385,600	51,413,333
1887	490,700	62,093,333
1888	460,100	61,346,666
1889	472,700	63,026,666
1890	481,300	64,173,333
1891	533,200	71,093,333
1892	490,700	65,426,666
1893	500,600	66,746,666
1894	546,000	72,800,000
1895	491,200	65,493,333
1896	526,300	70,173,333
1897	549,400	73,253,333
1898	545,200	72,693,333
1899[1]	649,300	86,573,333

[1] Of which Rotterdam imported 118,276 piculs (15,770,133 pounds).

Imports of skins.

Year.	Piculs.	Pounds.
1888 ....about..	110,400	14,720,000
1889 ....do....	142,000	18,933,333
1890 ....do....	138,000	18,400,000
1891 ....do....	166,000	22,133,333
1892 ....do....	280,000	37,333,333
1893 ....do....	549,000	73,200,000
1894 ....do....	611,500	81,533,333
1895 ....do....	619,500	82,600,000
1896 ....do....	665,800	88,773,333
1897 ....do....	710,000	94,666,666
1898 ....do....	772,500	103,000,000
1899 ....do....	849,900	113,320,000

Imports in detail.

Description.	1890.		1898.		1899.	
	Piculs.	Pounds.	Piculs.	Pounds.	Piculs.	Pounds.
Dry Java and Sumatra ox and cow hides	300,200	40,026,666	282,793	37,705,733	324,112	43,214,933
Dry Java buffalo hides	144,700	19,293,333	202,749	27,083,200	263,751	35,166,800
Dry East India ox and cow hides			6,505	867,333	3,839	511,866
Dry East India buffalo hides			24,879	3,317,200	46,003	6,133,733
Dry Buenos Ayres hides	8,500	1,133,333	5,558	741,066	1,168	155,733
Salted Buenos Ayres hides	1,000	133,333	13,812	1,841,600	2,301	306,800
African hides	24,300	3,240,000	2,177	290,266	1,224	163,200
Surinam West India hides						
Venezuela hides			5,558	741,066	5,586	744,800
Haiti, Mexico, Egypt, and Japan hides	2,100	280,000				
Java horse hides	500	66,666	1,169	155,866	1,266	168,800
Java goat skins ....about..	95,000	12,666,666	672,000	89,600,000	737,300	98,306,666
Java bastard goat skins ....do....			3,000	400,000	7,500	1,000,000
Java deer skins ....do....	11,000	1,466,666	13,100	1,746,666	5,600	746,666
Arabian goat and sheep skins.do....			5,300	706,666	4,200	560,000
Cape goat and sheep skins..do....	2,000	266,666	10,600	1,413,333	16,500	2,200,000
Goatskins of other countries.do....			30,500	4,066,666	23,600	3,146,666
Java lizard and snake skins.do....	30,000	4,000,000	38,000	5,066,666	55,200	7,360,000
Buffalo horns ....do....	50,000	6,666,666	45,000	6,000,000	35,000	4,666,666

Batavia, Padang, Atjeh, Maccassar hides are put down as Java hides.

KAPOK.

The stock of kapok on December 31, 1898, at Amsterdam consisted of 5,674 bales, and at Rotterdam 797 bales. Receipts at Amsterdam in 1899 amounted to 36,322 bales, and at Rotterdam to 828 bales. Sales in 1899 at Amsterdam amounted to 38,525 bales, and at Rotterdam to 1,625 bales.

Receipts at Amsterdam and Rotterdam have been:

	Bales.		Bales.
1890	13,399	1895	21,530
1891	17,813	1896	32,381
1892	21,991	1897	24,746
1893	16,806	1898	32,503
1894	18,450	1899	37,150

DYESTUFFS, ETC.

Resin fluctuated very little during last year. Two and eighty-five hundredths florins ($1.14½) were quoted for winter shipments.

Oil of turpentine opened at high prices for direct delivery and at low prices for shipments of the new crop. Prices closed at 21½ florins ($0.86½).

Madder remained unchanged at 13½ to 14 florins ($5.42 to $5.63).

COTTON.

The cotton crop of 1898–99 came up to expectation, the proceeds being 11,235,000 bales, against 11,181,000 bales preceding year. This second large crop did not result in the low prices which were expected, even though a third large crop is in view.

Quotations of prices.

AMERICAN.

Grade.	December 12, 1899.		1898.		1897.	
	Netherlands currency.	United States currency.	Netherlands currency.	United States currency.	Netherlands currency.	United States currency.
	Cents.	*Cents.*	*Cents.*	*Cents.*	*Cents.*	*Cents.*
Middling fair	26 to 26¼	10⅜ to 10½	19¼	7¾	20	8
Good middling	25 to 25¼	10 to 10⅛	18¼	7⅜	19	7 11/16
Fully middling	24⅛ to 24⅜	9 11/16 to 9 13/16	17⅝	7⅛	18⅛	7 5/16
Middling	24 to 24¼	9 11/16 to 9¾	17¼	6 15/16	18	7¼
Low middling	23 to 23¼	9¼ to 9 5/16	16¼	6½	17	6 13/16
Good ordinary	22 to 22¼	8 13/16 to 8 15/16	15⅝	6 5/16	16⅛	6 7/16

EAST INDIAN.

Grade.	December 12, 1899.		1898.		1897.	
	Netherlands currency.	United States currency.	Netherlands currency.	United States currency.	Netherlands currency.	United States currency.
Fine Bhowunggen	24 to 24¼	9 11/16 to 9¾	17⅜	7	17⅜	7
Fully good Oomra	23⅜ to 23⅝	9 7/16 to 9½	16⅝	6 11/16	17⅝	7⅛
Good Oomra	23 to 23¼	9¼ to 9 5/16	16	6 7/16	17	6 13/16
Fine Bengaal	21⅜ to 21⅝	8 9/16 to 8⅝	15¾	6 5/16	16	6 7/16
Fully good Bengal	20¼ to 20½	8⅛ to 8¼	14¾	5 15/16	15	6

NETHERLANDS TRADING COMPANY.

The States General have passed a bill making a new contract with the Netherlands Trading Company, which is to endure for five years, from January 1, 1900, to December 31, 1904, either party to have the privilege of ending the contract at the close of the calendar year on notice duly given the previous January. Capital to the amount of

5,000,000 florins is no longer required of the company as security on sums due to the State. This is a concession on account of the fact that profits are recognized to be diminishing. The company now agrees to deposit with the Bank of the Netherlands, acting as agent for the Government, the day before each auction, a sum, either in cash or securities, at the option of the minister of the colonies, to the amount of the value of the commodities. The trading company, as agent, accepts the responsibility as del credere to ship, convey, warehouse, and sell the Indian government's products in the Netherlands, and receives as commission and brokerage 1½ per cent of the gross receipts for sales.

LABOR.

The following tables taken from the Abstract of Foreign Labor Statistics, Board of Trade, London, show wages and hours of labor in Holland:

Wages on Government Contracts.[1]

Average wages paid to certain classes of (adult) work people engaged in Government contracts in Holland (exclusive in either case of wages paid under subcontracts and of piece and task wages).

WAGES ON CONTRACTS OTHER THAN DREDGING WORKS.

Class of work people (adults).	Average hourly wages.		Number of cases of employment on which the average is based.[2]
	Pence.	United States currency.	
Day laborers	2½	$0.05	12,340
Navvies, etc	2¾	.05½	5,477
Porters, etc	3	.06	4,163
Carpenters	3¼	.06½	4,146
Masons and bricklayers	3½	.07	2,050
Shipwrights	3	.06	1,780
Bank makers (Wattlegrund)	3¼	.06½	1,757
Painters	3¼	.06½	1,588
Masons and bricklayers' laborers and housebreakers	2¾	.05½	1,566
Smiths	3½	.07	1,516
Stone setters and basalt workers	3¾	.07½	1,457
Turners, planers, fitters, and ironworkers	4	.08	1,453

WAGES ON CONTRACTS FOR DREDGING WORKS.

1. Classes of work people (adults).	2. Average hourly wages.		3. Number of cases on which the average specified in column 2 is based.[2]	4. Average daily wages.	
	English money.	United States currency.		English money.	United States currency.
	d.			*s.* *d.*	
Skippers, mill workers, salt workers, and watchmen	3	$0.06	43	2 11½	$0.71
Stokers	3	.06	82	2 6¾	.61½
Rowers, deck hands, pilots, and turf stowers	....	....	....	2 10	.68
Dredgers and porters	3½	.07	102	2 8½	.65
Engine men and engine drivers	3	.06	43	3 5¾	.84½
Foremen	4¼	.08½	26	2 10¼	.69
Works managers and captains	4	.08	4	5 4	1.29

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[1] Compiled from Bijdragen tot de Statistick van Nederland III. Overgicht betreffende de Loonen en den Arbeidsduur bij Rykswerken in 1894, published by the Dutch Central Statistical Commission.

[2] That is, number of returns. Every person employed at any given rate of wages during the whole or part of any one month in the year counts as one "case." Thus, any particular day laborer employed on a Government contract for nine months at, say, 2½d. an hour, and then for three months at, say, 3d. an hour, would count as nine "cases" of employment at 2½d. per hour, and three "cases" of employment at 3d. per hour.

Average wages paid to certain classes of (adult) work people engaged in Government contracts in Holland, etc.—Continued.

WAGES ON CONTRACTS FOR DREDGING WORKS—Continued.

Classes of work people (adults).	5. Number of cases on which the average specified in column 4 is based.[1]	6. Average weekly wages.		7. Number of cases on which the average specified in column 6 is based.[1]
		English money.	United States currency.	
		s. d.		
Skippers, mill workers, salt workers, and watchmen	528	17 3	$4.19	3,059
Stokers	34	17 7	4.27	868
Rowers, deck hands, pilots, and turf stowers	330	17 8	4.29	2,118
Dredgers and porters	161	18 8	4.54	528
Engine men and engine drivers	127	24 2	5.88	1,397
Foremen	397	24 8	6.00	748
Works managers and captains	32	25 0	6.08	489

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[1] That is, number of returns; every person employed at any given rate of wages during the whole or part of any one month in the year counts as one "case." Thus any particular day laborer employed on a Government contract for nine months at, say, 2½d. an hour, and then for three months at, say, 3d. an hour, would count as nine "cases" of employment at 2½d. per hour, and three "cases" of employment at 3d. per hour.

HOURS OF LABOR IN FACTORIES AND WORKSHOPS.[1]

Number of establishments, number of hours worked in the busy season as a regular day's work (exclusive of intervals), and number of work people employed in certain groups of trades in Holland in the years 1888–89.

Group of trades.	9 hours or less.		Over 9 and up to 10 hours.		Over 10 and up to 11 hours.		Over 11 and up to 12 hours.		Over 12 and up to 13 hours.		Over 13 hours or hours indeterminate.		Total.	
	Establishments.	Work people.	Establishments.	Work people.	Establishments.	Work people.	Establishments.	Work people.	Establishments.	Work people.	Establishments.	Work people.	Establishments.	Work people.
Building trades	3	59	5	107	11	205	34	657	40	859	4	51	97	1,938
Sculpture and art work	...	......	...	......	4	78	6	172	1	16	...	......	11	266
Mining, etc., including turf getting and salt works	1	307	5	84	9	154	10	252	3	33	4	34	32	864
Metal trades	3	33	11	376	51	1,882	102	3,687	31	727	1	20	199	6,725
Manufacture of machines and tools	2	634	21	2,908	41	2,459	50	3,103	15	475	6	29	135	9,608
Textile trades	29	682	40	1,929	138	15,428	118	7,123	68	2,218	27	1,130	420	28,510
Clothing trades	11	142	32	1,091	42	1,047	73	1,265	62	932	11	200	231	4,677
Printing and allied trades	9	403	82	2,645	103	2,399	44	1,278	4	67	1	4	243	6,796
Paper, etc., trades	2	116	23	1,566	20	606	20	442	2	24	2	27	69	2,781
Woodworking trades	5	62	36	749	79	1,874	124	3,325	70	1,352	15	217	329	7,579
Shipbuilding, coach building, etc.	1	87	11	856	15	1,436	35	3,719	13	1,428	7	107	82	7,583
Chemical trades	5	71	10	399	26	766	12	970	3	60	6	57	62	2,323
Work in earth, stone, etc. (including glassworks)	7	236	35	5,562	60	2,318	182	10,240	44	1,201	56	942	384	20,499
Food and tobacco trades	16	462	116	7,293	288	10,445	296	9,714	94	2,000	44	686	854	30,300
Gas works, oil works, etc	2	18	17	1,155	37	1,188	64	2,392	11	147	19	156	150	5,056
Leather and leather cloth, etc., trades	...	......	2	25	11	180	24	370	3	37	1	6	41	618

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[1] Compiled from the Verslagen van de Inspecteurs van der Arbeid in het Koninkrÿk der Nederlanden, published by the Dutch ministry of dikes, commerce, and industry. The figures given in this table are based upon a special inquiry particularly directed to factories and workshops in which more than ten persons were employed or in which mechanical power was used.

HOURS OF LABOR IN FACTORIES AND WORKSHOPS.[1]

Number of establishments inspected by the factory inspectors, and number of hours worked in the summer as a regular day's work (exclusive of intervals) in certain groups of trade in Holland, in the years 1895–96.

Group of trades.	Women, young persons, and children.				Men (16 years and upward).						
	Establishments in which the working day was—			Total number of establishments inspected.	Number of establishments in which the working day was—						Total number of establishments inspected.
	9 hours or less.	Over 9, up to 10 hours.	Over 10, up to 11 hours.		9 hours or less.	Over 9, up to 10 hours.	Over 10, up to 11 hours.	Over 11, up to 12 hours.	Over 12, up to 13 hours.	Over 13 hours.	
Building trades	4	20	94	118	4	11	49	51	40	7	162
Sculpture and art works	1	3	3	7	1	2	3	2	......	......	8
Mining, etc., including turf getting and salt works	......	3	7	10	......	3	10	7	3	......	23
Metal trades	9	67	245	321	3	23	130	160	59	3	378
Textile trades	12	58	199	269	4	36	132	61	21	2	256
Clothing trades	270	296	402	968	9	45	171	85	30	9	349
Printing and allied trades	39	176	153	368	21	159	180	45	5	1	411
Paper, etc., trades	1	26	32	59	1	15	33	15	......	......	64
Manufacture of machines, tools, etc	5	17	60	82	3	19	46	31	10	2	111
Woodworking trades	9	48	198	255	4	29	116	111	36	5	301
Shipbuilding, coach building, etc	1	16	78	95	......	9	22	58	20	5	114
Chemical trades	4	10	10	24	2	14	19	4	1	......	40
Work in earth, stone, etc. (including glassworks)	11	39	149	199	5	51	105	32	16	18	227
Food and tobacco trade	47	200	422	669	25	173	369	258	68	57	950
Gas works, oil works, etc	5	15	15	35	3	20	26	29	......	5	83
Leather and leather cloth, etc., trades	......	3	11	14	......	2	16	7	2	2	29

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[1] Compiled from the Verslagen van de Inspecteurs van der Arbeid in het Koninkrÿk der Nederlanden, published by the Dutch ministry of dikes, commerce, and industry. The figures given in this table are based upon a special inquiry particularly directed to factories and workshops in which more than ten persons were employed or in which mechanical power was used.

HOURS OF LABOR ON GOVERNMENT CONTRACTS.[1]

Number of hours worked per day by work people employed (otherwise than under subcontracts or on piecework or task work) on Government contracts in Holland in 1894.

Number of hours worked per day (all pauses included).	Number of cases of employment at working hours specified.[2]		Percentage of cases of employment at working hours specified.[2]	
	Works other than dredging.	Dredging works.	Works other than dredging.	Dredging works.
			Per cent.	*Per cent.*
8 hours or under	2,239	185	4.49	1.75
Over 8 and up to 9 hours	3,388	397	6.79	3.76
Over 9 and up to 10 hours	7,235	869	14.50	8.23
Over 10 and up to 11 hours	13,723	807	27.50	7.65
Over 11 and up to 12 hours	20,518	2,788	41.12	26.41
Over 12 and up to 13 hours	2,284	1,059	4.58	10.03
Over 13 and up to 14 hours	402	2,126	.81	20.14
Over 14 hours	107	2,326	.21	22.03
Total	49,896	10,557	100.00	100.00

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[1] Compiled from Bijdragen tot de Statistiek van Nederland. III. Overzicht betreffende de Loonen en den Arbeidsduur bij Rijkswerken in 1894, published by the Dutch Central Statistical Commission.

[2] That is, returns every person employed at any given working hours during the whole or part of any one month in the year as "one case."

VITAL STATISTICS.

Without going into the subject of vital statistics exhaustively, I submit the following: Population of Amsterdam on December 31, 1899, 523,743 souls; males 249,482; females, 274,261.

During the week ended January 27, 1900, the death rate at Amsterdam was 19.3 per thousand; Rotterdam, 17.1; The Hague, 21.6; Utrecht, 33.7; Groningen, 29.7; Antwerp, 17.4; Paris, 22.2; London, 22.2; Vienna, 20.1; Munich, 30.3; Hamburg, 18; Cologne, 24.5; Berne, 18.7; Christiania, 17.5: Brussels, 17.6; Berlin, 16.9.

Typhus, whooping cough, measles, and influenza accounted for most of the deaths at Amsterdam.

The old cities, The Hague, Amsterdam, and Rotterdam are growing rapidly.

COMMERCE.

The trade of the Netherlands with Great Britain shows an increase in 1899 both in exports and imports. The Economist, of London, in its issue of February 10, 1900, gives the following figures:

Imports into Great Britain from the Netherlands:

1899.	1898.	1897.
£30,477,000 $148,181,082	£28,533,000 $119,701,598	£28,991,000 $140,872,886

Exports from Great Britain to the Netherlands:

1899.	1898.	1897.
£9,531,000 $44,577,846	£8,619,000 $42,140,054	£8,855,000 $48,161,030

The three items of margarine butter, butter, and cheese have amounted to about four and a quarter million pounds sterling for every one of the last four years. The increase in exports from the Netherlands to Great Britain in 1899 over 1898 was mainly in dairy products.

Coal and coke is the leading English export to the Netherlands. Shipments have been as follows:

	1899.	1898.	1897.
Quantities....tons..	1,227,792	931,134	947,235
Value	£611,076	£419,868	£411,222

Sugar and flour form the bulk of the traffic with Germany, timber comes from Norway, ores from Sweden, grain and linseed from the Black Sea ports, heavy timber from Roumania and Fiume, raw sugar from France, iron ore from Spain (falling off, however, as shipments from Sweden increase), and raisins and currants from Greece and Turkey, while considerable iron ore is sent to the Netherlands from North Africa.

Of the 802 cargoes entered Amsterdam from Great Britain in 1898, 515 were coal and coke.

AMERICAN TOURISTS.

A word of warning may not be out of place. Tourists should provide themselves with at least a third more money than is included in their most liberal estimates. No part of Europe is cheap to the inexperienced tourists of American ideas and tastes, and the Netherlands is notoriously dear. Further, Europeans do not comprehend the American way of starting at a moment's notice on a journey and having money sent along the route. These prudent, nontraveling people look on people temporarily awaiting remittances with great suspicion. It must be remembered, too, that there is imprisonment for debt in Holland, and that under the Dutch-Roman code, habeas corpus does not exist.

What is said here is not in criticism of the Dutch view, but as a warning to a large class of Americans who appear to think they can bring a Denver check book to Holland and pay their bills with its contents, but who, once stranded in a European capital, are like derelicts at sea, unable to direct themselves and dangerous even to wellwishers.

GENERAL.

Within the last ten years, English, I am credibly informed, has usurped the place long held by French in the Netherlands as the fashionable language, and in commercial circles English and German are by far the most used. In the school for advanced primary instruction, established by the burgomaster and aldermen of Rotterdam, French is dropped, English and German being taught. All three languages are, of course, well understood here.

I am brought to say a word with respect to the preparation of foreign catalogues by our countrymen by the fact that a catalogue, evidently used in domestic and foreign trade alike, has to-day been submitted to me for explanation of terms by a dealer in the candle business here. The word "sets" and abbreviations such as 1's, 2's, etc., and method of quoting prices are unintelligible, and I am unable to help the would-be buyer to decipher such a catalogue. It seems to me to be quite enough to ask foreign purchasers whose patronage is sought to read catalogues in English, without requiring in addition a knowledge of the nomenclature and hieroglyphics of each technical trade.

Statistics as to trade of the Dutch ports are misleading, as these are great transshipping points. Merchandise sold, say, in southern Germany, entered at Rotterdam, and thence shipped by Rhine boats to Mannheim, is accredited to the Netherlands and not to the country of final consumption.

The subject of consular reform is being agitated here now as well as in Germany and the United States. Opinion appears to incline in the Netherlands toward merchant consuls, as being most practicable for this country of rather slender governmental revenues and resources. Germany, as a more highly organized state, with vaster views and ambitions, will hold to a system of professional consuls (consules missi) in which bureaucracy will play a more subordinate part than formerly, and whose attainments in industrial and commercial matters will be preferred to legal and diplomatic training.

The place of our consular service as a factor in directly extending American trade is, it seems to me, curiously misunderstood, and in consequence a vast deal of cant and nonsense has been propagated.

Without an increase in the working staff and the addition of technical experts to the force in many offices, extended work of that character will be impossible. Under our present invoice system, most consuls are glued to their desks the greater part of each working day.

FRANK D. HILL, *Consul.*

AMSTERDAM. *February 22, 1900.*

SUPPLEMENTAL.

I give below figures of trade of the Netherlands for the first half of 1899. These tables were translated and the measures turned into United States equivalents at this office from the returns of the customs authorities at Amsterdam. Unfortunately, only the quantities are given, which seriously detracts from the value of the data.

Referring to the imports into the Netherlands, the following items show increases over the same period of 1899:

Belgium—coal, crockery, drugs, dyewoods, metals, palm oil, stone, sugar, wool, and yarn.

Great Britain—cotton-seed oil, crockery and porcelain, fish, flax and hemp, lumber, manure, metals, metal wares, steam agricultural engines, stone, and sirup.

Germany—beer and malt extract, coal, cotton, crockery and porcelain, drugs, dyestuffs and chemicals, dry goods, glass and glassware, mercury, metal ware, palm oil, paper, salt, sugar, wheat, wine, wool, and yarn.

France—coffee, cotton, distilled liquors, drugs, dyestuffs and chemicals, sugar, and wine.

Russia—buckwheat, timber for ships and lumber, rye, and tar and pitch.

Italy—brimstone and fruits.

Austria—barley and drugs.

Spain—wine.

Portugal—fruits and palm oil.

Turkey—fruits.

British India—rattan and rice.

Dutch East Indies—coffee, hides, rattan, rice, spices, tea, and tobacco.

Haiti—lumber and dyewoods.

Curaçao—coffee.

Surinam—coffee.

South America—indian corn and manure.

United States—cotton, cotton-seed oil, fruits, indian corn, lumber, margarine, petroleum, tallow, and tobacco.

The table itself may be consulted for the increases and decreases of the Netherlands exports. It may, however, be noted that exports to the United States increased in distilled liquors, spices, refined sugar, and wine, and that a decrease occurred in coffee.

Imports into the Netherlands during the first half year 1900.

[Increase and decrease compared to first six months of 1899.]

Articles.	For the half year 1900.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
FROM BELGIUM.						
Bark	6,883,000	15,142,600	296,000	651,200	....	....
Barley	26,274,000	57,802,800	....	....	1,008,000	2,217,600
Beer and malt extract	107,000	235,400	....	....	39,000	85,800
Brimstone	743,000	1,634,600	31,000	68,200	....	....
Butter	11,000	24,200	....	....	23,000	....
Cattle (head)	947	....	61	....	....	....
Coal	305,365,000	671,803,000	51,279,000	112,813,800	....	....
Coffee	3,877,000	8,529,400	725,000	1,595,000	....	....
Cotton-seed oil	1,583,000	3,482,600	721,000	1,586,200	....	....
Crockery ware and porcelain	119,582,000	263,080,400	15,990,000	35,178,000	....	....
Distilled liquors	2,494,000	5,486,800	425,000	935,000	....	....
Drugs, dyestuffs, and chemicals	50,283,000	110,622,600	9,706,000	21,353,200	....	....
Dry goods	5,363,000	11,798,600	....	....	22,000	48,400
Flax and hemp	1,868,000	4,109,600	....	....	940,000	2,068,000
Glass and glassware	18,164,000	39,960,800	....	....	174,000	382,800
Hides, skins, and leather	5,237,000	11,521,400	....	....	1,239,000	2,725,800
Indian corn	242,711,000	533,964,200	....	....	324,801,000	714,562,200
Lard	2,308,000	5,077,600	....	....	57,000	125,400
Lumber:						
Timber for ships	31,944,000	70,276,800	....	....	2,255,000	4,961,000
Cabinet wood	....	....	....	....	....	....
Dyewood	6,084,000	13,384,800	8,394,000	7,466,800	....	....
Manure	89,463,000	196,818,600	....	....	7,205,000	15,851,000
Margarin	1,913,000	4,208,600	....	....	3,991,000	8,780,200
Meat	1,413,000	3,108,600	....	....	442,000	972,400
Mercery ware	1,370,000	3,014,000	....	....	58,000	127,600
Metals	117,650,000	258,830,000	6,106,000	13,433,200	....	....
Metal wares	24,828,000	54,621,600	....	....	1,356,000	2,983,200
Oats	5,852,000	12,874,400	....	....	21,757,000	47,865,400
Palm oil	20,480,000	45,056,000	4,144,000	9,116,800	....	....
Palm seeds	130,000	286,000	....	....	76,000	167,200
Paper	3,407,000	7,495,400	....	....	385,000	847,000
Petroleum	9,791,000	21,540,200	....	....	1,374,000	3,022,800
Potash	15,761,000	34,674,200	....	....	699,000	1,537,800
Potato flour	2,024,000	4,452,800	60,000	132,000	....	....
Rice	5,930,000	13,046,000	2,167,000	4,467,400	....	....
Rye	12,213,000	26,868,600	....	....	9,875,000	21,725,000
Sesame oil	234,000	514,800	....	....	71,000	156,200
Steam agricultural, engines	7,899,000	17,377,800	....	....	277,000	609,400
Stone	313,870,000	690,514,000	69,099,000	152,017,800	....	....
Sugar:						
Raw	8,793,000	19,344,600	1,981,000	4,358,200	....	....
All other	5,346,000	11,761,200	1,104,000	2,428,800	....	....
Tallow, soot, etc	4,141,000	9,110,200	65,000	143,000	....	....
Tar and pitch	7,276,000	16,007,200	....	....	10,170,000	22,374,000
Tobacco and cigars	1,963,000	4,318,600	....	....	1,216,000	2,675,200
Wheat	192,931,000	424,448,200	....	....	59,744,000	131,436,800
Wine:						
Hogsheads	1,442,000	3,172,400	66,000	145,200	....	....
Bottled	1,070,000	2,354,000	210,000	462,000	....	....
Wool	7,501,000	16,502,200	1,393,000	3,064,600	....	....
Yarn	7,039,000	15,485,800	726,000	1,597,200	....	....
FROM GREAT BRITAIN.						
Beer and malt extract	335,000	737,000	....	....	47,000	103,400
Coffee	2,943,000	6,474,600	....	....	1,241,000	2,730,200
Cotton	3,290,000	7,238,000	....	....	2,429,000	5,343,800
Cotton-seed oil	4,002,000	8,804,400	1,605,000	3,531,000	....	....
Crockery ware and porcelain	11,001,000	24,202,200	601,000	1,322,200	....	....
Distilled liquors	311,000	684,200	118,000	259,600	....	....
Drugs, dyestuffs, and chemicals	11,085,000	24,387,000	....	....	1,256,000	2,763,200
Dry goods	10,501,000	23,102,200	....	....	601,000	1,322,200
Fish	1,492,000	3,282,400	325,000	715,000	....	....
Fish oil	485,000	1,007,000	74,000	162,800	....	....
Flax and hemp	12,320,000	27,104,000	1,023,000	2,250,600	....	....
Flour, wheat	277,000	609,400	151,000	332,200	....	....
Fruits	420,000	924,000	44,000	96,800	....	....
Glass and glassware	1,537,000	3,381,400	....	....	286,000	629,200
Hides, skins, and leather	4,132,000	9,090,400	....	....	461,000	1,014,200
Lard	673,000	1,480,600	....	....	1,060,000	2,332,000

Imports into the Netherlands during the first half year 1900—Continued.

Articles.	For the half year 1900.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
FROM GREAT BRITAIN—continued.						
Lumber:						
Cabinet wood	1,810,000	3,982,000	453,000	996,600		
Dyewood	90,000	198,000			1,000	2,200
Manure	11,459,000	25,209.800	494,000	1,086,800		
Margarin	248,000	545,600			415,000	913,000
Meat	210,000	462,000			940,000	2,068,000
Metals	345,374,000	759,822,800	120,445,000	264,979,000		
Metal wares	12,053,000	26,516,600	3,568,000	7,849,600		
Palm oil	9,425,000	20,735,000	109,000	239,800		
Potash	4,153,000	9.136,600			504,000	1,108,800
Potato flour	147,000	323,400	33,000	72,600		
Salt	6,662,000	14,656,400	13,000	28,600		
Seeds	2,125,000	4,675,000			454,000	998,800
Sesame oil	359,000	778,800			199,000	437,800
Spices	747,000	1,643,400			234,000	514,800
Steam, agricultural, engines	12,113,000	26,648,600	1,249,000	2,747,800		
Stone	13,154,000	28,938,800	1,875,000	4,125,000		
Sugar, raw	1,941,000	4,270,200	29,000	63,800		
Sirup—molasses	664,000	1,460,800	186,000	409,200		
Tallow, soot, etc	10,308,000	22,677,600			326,000	717,200
Tea	999,000	2,197,800	132,000	290,400		
Tobacco and cigars	483,000	1,062,600			48,000	105,600
Wine (hogsheads)	540,000	1,188,000	82,000	180,400		
Wool	7,922,000	17,428,400			1,799,000	3,957,800
Yarn	16,190,000	35,618,000			1,707,000	3,755,400
FROM GERMANY.						
Bark	115,000	253,000	46,000	101,200		
Barley	9,588,000	21,093,600			1,181,000	2,598,200
Beer and malt extract	5,457,000	12,005,400	734,000	1,614,800		
Brimstone	218,000	479,600	216,000	475,200		
Buckwheat	8,000	17,600			29,000	63,800
Butter	44,000	96,400	28,000	61,600		
Cattle (head)	10				14	
Coal	2,497,527,000	5,494,559,400	100,616,000	221,355,200		
Coffee	2,189,000	4,815,800	163,000	358,600		
Cotton	8,524,000	18,752,800	2,234,000	4,914,800		
Crockery ware and porcelain	33,617,000	73,957,400	8,811,000	19,384,200		
Distilled liquors	7,337,000	16,141,400			3,294,000	7,246,800
Drugs, dyestuffs, and chemicals	79,119,000	174,061,800	5,684,000	12,504,800		
Dry goods	19,025,000	41,855,000	1,136,000	2,499,200		
Flax and hemp	1,655,000	3,641,000	702,000	1,544,400		
Flour:						
Wheat	6,428,000	14,141,600	174,000	382,800		
Rye	14,285,000	31,427,000			4,214,000	9,270,800
Fruits, fresh	356,000	783,200	236,000	519,200		
Glass and glassware	16,553,000	36,416,600	2,831,000	6,228,200		
Hides, skins, and leather	5,463,000	12,018,600	24,000	52,800		
Lard	72,000	158,400			109,000	239,800
Lumber:						
Timber for ships	84,981,000	186,958,200			24,520,000	53,944,000
Cabinet wood	737,000	1,621,400			88,000	194,000
Dyewood	267,000	587,400			311,000	684,200
Margarin	351,000	772,200			624,000	1,372,800
Meat	107,000	235,400			218,000	479,600
Mercery ware	16,323,000	35,910,600	580,000	1,276,000		
Metals	133,623,000	293,970,600			14,028,000	30,861,600
Metal wares	175,802,000	386,764,400	15,938,000	35,063,600		
Oats	16,209,000	35,659,800			7,105,000	15,631,000
Palm oil	13,635,000	29,997,000	4,617,000	10,157,400		
Paper	34,530,000	75,966,000	5,814,000	12,790,800		
Petroleum	183,000	402,600	140,000	308,000		
Potash	11,169,000	24,571,800			1,125,000	2,475,000
Potato flour	11,045,000	24,299,000			481,000	1,058,200
Rye	2,755,000	6,061,000			973,000	2,140,600
Salt	32,177,000	70,789,400	7,318,000	16,099,600		
Seeds	7,874,000	17,322,800	378,000	831,600		
Sesame oil	1,896,000	4,171,200			1,041,000	2,290,200
Sheep (head)	46,136		7,252			
Spices	389,000	855,800	60,000	132,000		
Steam, agricultural, engines	23,466,000	51,625,200			95,000	209,000
Stone	687,733,000	1,513,012,600	54,201,000	119,242,200		

Imports into the Netherlands during the first half year 1900—Continued.

Articles.	For the half year 1900.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
FROM GERMANY—cont'd.						
Sugar:						
Raw	24,134,000	53,094,800	8,541,000	18,790,200		
All other	9,642,000	21,212,400			141,000	310,200
Tallow, soot, etc	1,159,000	2,549,800	264,000	580,800		
Tar and pitch	164,000	360,800	47,000	103,400		
Tobacco and cigars	4,040,000	8,888,000			634,000	1,394,800
Wheat	23,338,000	51,343,600	19,287,000	42,431,400		
Wine:						
Hogsheads	8,684,000	19,104,800	634,000	1,394,800		
Bottled	5,484,000	12,064,800			35,000	77,000
Wool	1,912,000	4,206,400	486,000	1,019,200		
Yarn	4,468,000	9,829,600	888,000	1,953,600		
FROM FRANCE.						
Coffee	4,683,000	10,302,600	931,000	2,048,200		
Cotton	578,000	1,271,600	369,000	811,800		
Cotton-seed oil	42,000	92,400	33,000	72,600		
Crockery ware and porcelain	50,000	110,000	16,000	35,200		
Distilled liquors	1,214,000	2,670,800	321,000	706,200		
Drugs, dyestuffs, and chemicals	5,772,000	12,698,400	3,780,000	8,316,000		
Dry goods	41,000	90,200			9,000	19,800
Fruits:						
Fresh	1,370,000	3,014,000			161,000	365,200
All other	223,000	490,600			454,000	998,800
Hides, skins, and leather	357,000	785,400			199,000	437,800
Lard	15,000	33,000	15,000	33,000		
Lumber:						
Cabinet wood	33,000	72,600			187,000	411,400
Dyewood	7,000	15,400	6,000	13,200		
Mercery ware	185,000	407,000	175,000	385,000		
Metal wares	175,000	385,000	92,000	202,400		
Palm oil	281,000	618,200	217,000	477,400		
Sesame oil	374,000	818,400			199,000	
Steam, agricultural, engines	37,000	81,400	21,000	46,200		
Sugar:						
Raw	3,611,000	7,944,200	3,593,000	8,696,600		
All other	90,000	198,000	8,000	17,600		
Tobacco and cigars	173,000	380,600			207,000	455,400
Wine:						
Hogsheads	5,847,000	12,863,400	483,000	1,062,600		
Bottled	222,000	488,400			21,000	46,200
FROM RUSSIA.						
Barley	23,292,000	51,242,400			69,244,000	152,336,800
Buckwheat	1,888,000	4,153,600	956,000	2,103,200		
Flax and hemp	149,000	437,800			553,000	1,216,600
Indian corn	12,946,000	28,481,200			16,022,000	35,248,400
Lumber, timber for ships	104,765,000	230,483,000			70,315,000	154,693,000
Oats	132,100,000	290,620,000	93,845,000	206,459,000		
Petroleum	3,569,000	7,851,800	206,000	453,200		
Potash	10,000	22,000	10,000	22,000		
Rye	126,782,000	278,920,400	25,487,000	56,071,400		
Seeds	20,488,000	45,073,600			9,680,000	21,296,000
Tar and pitch	602,000	1,324,400	567,000	1,247,400		
Wheat	48,190,000	106,018,000			41,441,000	91,170,200
FROM ITALY.						
Brimstone	7,970,000	17,534,000	3,742,000	8,232,400		
Drugs, dyestuffs, and chemicals	1,025,000	2,255,000			241,000	530,200
Fruits:						
Fresh	8,569,000	18,851,800	1,482,000	3,260,400		
All other	1,134,000	2,494,800	389,000	855,800		
Stone	1,889,000	4,155,800			2,488,000	5,473,600
FROM AUSTRIA.						
Barley	5,370,000	11,814,000	2,072,000	4,558,400		
Drugs, dyestuffs, and chemicals	299,000	657,800	52,000	114,400		
Fruits	772,000	1,698,400			2,169,000	4,771,800

Imports into the Netherlands during the first half year 1900—Continued.

Articles.	For the half year 1900.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
FROM ROUMANIA.						
Barley	5,842,000	12,852,400			15,106,000	33,233,200
Indian corn	4,786,000	10,529,200			16,618,000	36,559,600
Oats	100,000	220,000			20,201,000	44,442,200
Rye	14,154,000	31,138,800			18,613,000	40,948,600
Wheat	5,041,000	11,090,200			5,106,000	11,233,200
FROM NORWAY.						
Lumber, timber for ships.	42,491,000	93,480,200			6,235,000	13,717,000
FROM SWEDEN.						
Metals	6,924,000	15,232,800			1,223,000	2,690,600
FROM SPAIN.						
Wine	4,107,000	9,035,400	1,314,000	2,890,800		
FROM PORTUGAL.						
Fruits:						
Fresh	166,000	365,200	65,000	143,000		
All other	61,000	134,200	57,000	125,400		
Palm oil, etc	23,000	50,600	23,000	50,600		
Salt	7,291,000	16,040,200			1,906,000	4,193,200
FROM TURKEY.						
Fruits	7,520,000	16,544,000	728,000	1,601,600		
FROM BRITISH INDIES.						
Rattan	549,000	1,207,800	319,000	701,800		
Rice	81,471,000	179,236,200	5,872,000	12,918,400		
FROM DUTCH EAST INDIES.						
Coffee	12,436,000	273,592,000	6,069,000	13,351,800		
Distilled liquors	470,000	1,034,000	104,000	228,800		
Drugs, dyestuffs, and chemicals	5,706,000	12,553,200			766,000	1,685,200
Hides, skins, and leather.	1,689,000	3,715,800	171,000	376,200		
Lumber, dyewood	14,000	30,800			17,000	37,400
Rattan	2,018,000	4,439,600	1,592,000	3,502,400		
Rice	9,156,000	20,143,200	837,000	1,841,400		
Spices	1,623,000	3,570,600	150,000	330,000		
Sugar, raw	618,000	1,359,600			6,214,000	13,670,800
Tea	2,775,000	6,110,000	566,000	1,245,200		
Tobacco	25,177,000	55,389,400	1,130,000	2,486,000		
FROM JAPAN.						
Rice	900,000	1,980,000			19,688,000	43,313,600
FROM HAITI.						
Lumber, dyewood	1,638,000	3,603,600	911,000	2,004,200		
FROM CURAÇAO.						
Coffee	7,000	15,400	7,000	15,400		
FROM SURINAM.						
Coffee	586,000	1,289,200	425,000	935,000		
Sugar	480,000	1,056,000			16,000	35,200
FROM SOUTH AMERICA.						
Coffee	12,207,000	26,855,400			2,097,000	4,613,400
Drugs, dyestuffs, and chemicals	21,645,000	47,619,000			1,454,000	3,198,800
Indian corn	5,320,000	11,704,000	4,692,000	10,322,400		
Manure	3,509,000	7,719,800	3,509,000	7,719,800		
FROM THE UNITED STATES.						
Cotton	9,051,000	19,912,200	4,951,000	10,892,200		
Cotton-seed oil	18,823,000	41,410,600	1,368,000	3,009,600		
Flour, wheat	54,862,000	120,696,400			14,577,000	32,069,400

Imports into the Netherlands during the first half year 1900—Continued.

Articles.	For the half year 1900.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
FROM UNITED STATES—continued.						
Fruits	5,301,000	11,662,200	4,152,000	9,134,400		
Indian corn	242,711,000	533,964,200	32,248,000	70,945,600		
Lard	15,123,000	33,276,600			2,077,000	4,569,400
Lumber, cabinet wood	1,068,000	2,349,600	132,000	290,400		
Lumber, dyewood					3,416,000	7,515,000
Margarine	19,601,000	43,122,200	6,185,000	13,607,000		
Meat	5,779,000	12,713,800			147,000	323,400
Petroleum	170,304,000	374,668,800	7,258,000	15,967,600		
Seeds	4,048,000	8,905,600			1,675,000	3,685,000
Tallow, suet, etc	3,673,000	8,080,600	1,065,000	2,343,000		
Tobacco	5,251,000	11,552,200	230,000	5,060,000		
Wheat	103,194,000	227,026,800			27,534,000	60,574,800

Exports from the Netherlands during the first half year 1900.

[Increase and decrease compared with first six months of 1899.]

Articles.	First half year 1900.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
TO BELGIUM.						
Barley	29,729,000	65,403,800			6,361,000	13,994,200
Butter	1,375,000	3,025,000			502,000	1,104,400
Cattle (head)	25,340		2,289			
Cheese	5,156,000	11,343,200	299,000	657,800		
Coal	865,968,000	1,905,129,600	89,665,000	197,263,000		
Coffee	4,403,000	9,686,600	493,000	1,084,600		
Cotton	2,120,000	4,664,000	824,000	1,812,800		
Cotton-seed oil	61,000	134,200	1,000	2,200		
Distilled liquors	3,284,000	7,224,800	181,000	398,200		
Drugs, dyestuffs, and chemicals	29,069,000	63,951,800	3,042,000	6,692,400		
Fish oil	444,000	976,800			3,000	6,600
Flax and hemp	13,249,000	29,147,800	465,000	1,023,000		
Flour, wheat	44,426,000	97,737,200	9,751,000	21,452,200		
Fruits:						
Fresh	1,093,000	2,404,600	208,000	457,600		
All other	2,411,000	5,304,200	1,040,000	2,288,000		
Hides, skins, and leather	3,706,000	8,153,200	191,000	420,200		
Hogs (head)	1,411				827	
Indian corn	4,938,000	10,863,600			3,708,000	8,157,600
Lumber:						
Cabinet wood	409,000	899,800	94,000	206,800		
Dyewood	24,000	52,800			313,000	688,600
Margarine	1,861,000	4,094,200	29,000	63,800		
Margarine butter	88,000	193,600			148,000	325,600
Manure	24,943,000	54,874,600			4,878,000	10,731,600
Mercery	2,923,000	6,430,600			93,000	204,600
Metals	152,772,000	336,098,400	49,326,000	108,517,200		
Oats	3,095,000	6,809,000	2,128,000	4,681,600		
Paper	9,378,000	20,613,600			338,000	743,600
Petroleum	11,083,000	24,382,600	5,578,000	12,271,600		
Rags	10,169,000	22,371,800	3,964,000	8,720,800		
Rice	7,766,000	17,085,200			2,892,000	6,362,400
Rye	1,385,000	3,047,000	97,000	213,400		
Salt	18,024,000	39,652,800	8,085,000	17,787,000		
Seeds	2,475,000	5,445,000			20,000	44,000
Sesame oil	451,000	992,200	333,000	732,600		
Sheep and lambs (head)	36,087				1,100	
Steam and agricultural engines	9,938,000	21,863,600	735,000	1,617,000		
Stone	134,726,000	296,397,200	25,186,000	55,409,200		
Sugar:						
Raw	1,350,000	2,970,000			1,945,000	4,279,000
Refined	1,029,000	2,263,800	44,000	96,800		
Sirup and molasses	7,433,000	16,352,600	5,016,000	11,035,200		
Tallow, etc	3,177,000	6,789,400	1,022,000	2,248,400		
Tar and pitch	8,582,000	18,880,400	208,000	457,600		
Tea	41,000	90,200	10,000	22,000		
Tobacco and cigars	2,002,000	6,604,400	585,000	1,287,000		
Wheat	44,426,000	97,737,200	9,755,000	21,461,000		
Wine (hogsheads)	1,591,000	3,500,200	331,000	728,200		
Wool	3,759,000	8,269,800			586,000	1,289,200

Exports from the Netherlands during the first half year 1900—Continued.

Articles.	First half year 1900.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
TO GREAT BRITAIN.						
Bark					14,000	30,800
Barley	1,749,000	3,847,800			1,339,000	2,945,800
Brimstone					130,000	286,000
Butter	6,065,000	13,343,000	373,000	820,600		
Cattle (head)						
Cheese	8,175,000	17,985,000	712,000	1,566,400		
Coal	1,238,000	2,723,600	525,000	1,155,000		
Distilled liquors	2,696,000	5,931,200	255,000	561,000		
Drugs, dyestuffs, and chemicals	14,416,000	31,715,200			379,000	833,800
Dry goods	9,306,000	20,473,200	256,000	563,200		
Fish oil	50,000	110,000			2,000	4,400
Glass and glassware	15,664,000	34,460,800	1,653,000	3,636,600		
Hides, skins, and leather	3,522,000	7,748,400			1,080,000	2,376,000
Margarine	537,000	1,181,400			205,000	451,000
Margarine butter	20,083,000	44,182,600			2,973,000	6,540,600
Meat	23,905,000	52,591,000			24,000	52,800
Mercery	8,455,000	18,590,000	450,000	990,000		
Metals	20,969,000	46,131,800	3,643,000	8,014,600		
Metal wares	48,014,000	105,630,800	18,568,000	40,849,600		
Oats	4,330,000	9,526,000	3,425,000	7,585,000		
Palm oil, etc	3,256,000	7,163,200	1,181,000	2,598,200		
Paper	56,533,000	124,372,600	9,405,000	20,691,000		
Rice	13,873,000	30,520,600	3,809,000	8,379,800		
Seeds	1,397,000	3,073,400	560,000	1,232,000		
Sheep, lambs (head)	30				40	
Spices	535,000	1,177,000			150,000	330,000
Steam agricultural engines	1,956,000	4,303,200	526,000	1,157,200		
Sugar, raw	10,833,000	23,832,600			5,986,000	13,169,200
Sugar, refined	63,735,000	140,212,000	6,180,000	13,596,000		
Tallow, etc	599,000	1,317,800	160,000	352,000		
Tea	1,504,000	3,308,800			45,000	99,000
Tobacco and cigars	1,622,000	3,568,400			80,000	176,000
Wine:						
Hogsheads	1,515,000	3,333,000	47,000	103,400		
Bottled	2,549,000	5,607,800			491,000	1,080,200
Wool	611,000	1,344,200	311,000	684,200		
Yarn	1,071,000	2,356,200	340,000	748,000		
TO GERMANY.						
Bark					14,000	26,800
Barley	53,488,000	117,673,600			44,121,000	97,066,200
Brimstone	9,345,000	20,559,000	5,429,000	11,943,800		
Buckwheat	2,820,000	6,204,000			643,000	1,414,600
Cattle (head)	36				587	
Cheese	3,670,000	8,074,000	202,000	444,400		
Coal	605,178,000	1,331,319,600	481,486,000	1,059,269,200		
Coffee	30,865,000	67,903,000	5,792,000	12,742,600		
Cotton	23,566,000	51,845,200			2,841,000	6,250,200
Cotton-seed oil	14,287,000	31,432,400	3,238,000			
Distilled liquors	10,079,000	22,173,800			1,993,000	4,384,600
Drugs, dyestuffs, and chemicals	102,876,000	226,327,200	9,354,000	20,578,800		
Dry goods	5,399,000	11,877,800			987,000	2,171,400
Fish	10,678,000	23,491,600	1,805,000	3,971,000		
Fish oil	1,769,000	3,891,800	204,000	448,800		
Flax and hemp	9,050,000	19,910,000	35,000	77,000		
Flour:						
Wheat	4,845,000	10,659,000	9,000	19,800		
Rye	14,641,000	32,210,200	1,630,000	3,586,000		
Fruits:						
Fresh	14,321,000	31,506,200	4,865,000	10,703,000		
All other	19,486,000	42,869,200	3,579,000	7,873,800		
Hides, skins, leather	8,798,000	19,355,600			716,000	1,575,200
Indian corn	138,706,000	305,153,200			52,741,000	116,030,200
Lard	11,383,000	25,042,600	1,758,000	3,867,600		
Lumber:						
Ship timber	231,000,000	508,200,000			35,185,000	77,407,000
Cabinet wood	4,322,000	9,508,400	576,000	1,267,200		
Dyewood	22,593,000	49,704,600	9,214,000	20,270,800		
Margarine	7,131,000	15,688,200	24,000	52,800		
Margarine butter	282,000	620,400			179,000	393,800
Manure	81,103,000	178,426,600			21,417,000	47,117,400
Meat	3,427,000	7,539,400			1,888,000	4,153,600
Mercery	1,131,000	2,488,200	232,000	510,400		
Metals	390,454,000	858,998,800	125,941,000	277,070,200		
Metal wares	24,553,000	54,016,600	381,000	838,200		

Exports from the Netherlands during the first half year 1900—Continued.

Articles.	First half year 1900.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
TO GERMANY—continued.						
Oats	156,852,000	345,074,400	21,639,000	47,605,800		
Palm oil, etc	47,702,000	104,944,400	10,804,000	23,768,800		
Palm seed	9,797,000	21,553,400	760,000	1,672,000		
Paper	5,756,000	12,663,200	1,216,000	2,675,200		
Petroleum	123,595,000	271,909,000			4,020,000	8,844,000
Rags	9,581,000	21,078,200			3,338,000	7,343,600
Rice	14,927,000	32,839,400			2,657,000	5,845,400
Rye	115,991,000	255,180,200			2,611,000	5,744,200
Salt	736,000	1,619,200			5,000	11,000
Seeds	88,781,000	195,318,200			29,299,000	64,457,800
Sesame oil	5,756,000	12,663,200			2,470,000	5,434,000
Spices	1,202,000	2,644,400			24,000	52,800
Steam agricultural engines	19,887,000	43,751,400	4,152,000	9,134,400		
Stone	50,043,000	110,094,600			444,000	976,800
Sugar, raw	26,395,000	58,069,000	7,774,000	17,102,800		
Sugar, refined	65,044,000	143,096,800	6,356,000	13,983,200		
Sirup, molasses, etc	5,721,000	12,586,200			547,000	1,203,400
Tallow	8,310,000	18,282,000	1,407,000	3,095,400		
Tar and pitch	42,561,000	93,623,200	9,323,000	20,510,600		
Tea	780,000	1,716,000	244,000	536,800		
Tobacco and cigars	15,641,000	34,410,200	570,000	1,254,000		
Wheat	519,270,000	1,142,394,000			69,755,000	153,461,000
Wine:						
Hogsheads	14,030,000	30,866,000	271,000	596,200		
Bottled	1,650,000	3,630,000	255,000	561,000		
Wool	10,518,000	23,139,600	138,000	303,600		
Yarn	13,175,000	28,985,000	106,000	233,200		
TO FRANCE.						
Cheese	1,525,000	3,355,000	84,000	184,800		
Coffee	52,000	114,400			94,000	206,800
Cotton					1,000	2,200
Distilled liquors	98,000	215,600	5,000	11,000		
Dry goods						
Fish oil	206,000	453,200			100,000	220,000
Hides, skins, and leather	266,000	585,200	72,000	158,400		
Metal wares	106,000	233,200	62,000	136,400		
Paper	61,000	134,200	55,000	121,000		
Rice	1,373,000	3,020,600	479,000	1,053,800		
Sugar, raw						
Wine:						
Hogsheads	8,000	17,600			19,000	41,800
Bottled	6,000	13,200			1,000	2,200
TO RUSSIA.						
Cheese	36,000	79,200	7,000	15,400		
Metal wares	1,092,000	2,402,400			1,353,000	2,976,600
TO ITALY.						
Metal wares	906,000	1,993,200			119,000	261,800
TO NORWAY.						
Margarine	269,000	591,800	51,000	112,200		
Margarine butter	24,000	52,800			31,000	68,200
Metal wares	1,413,000	3,108,600			897,000	1,973,400
TO DENMARK.						
Coffee	1,839,000	4,045,800			22,000	48,400
Fruits	102,000	222,400	100,000	220,000		
Tobacco and cigars	394,000	866,800			124,000	272,800
TO SWEDEN.						
Coffee	989,000	2,175,800	186,000	409,200		
Cotton-seed oil	62,000	136,400	22,000	48,400		
Distilled liquors	349,000	767,800	13,000	28,600		
Sugar, refined	25,000	55,000	20,000	44,000		
TO PORTUGAL.						
Sugar, refined	1,310,000	2,882,000	179,000	393,800		

Exports from the Netherlands during the first half year 1900—Continued.

Articles.	First half year 1900.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
TO TURKEY.						
Sugar, refined	43,000	94,600	....	....	11,000	24,200
TO BRITISH INDIES.						
Dry goods	177,000	389,400	55,000	121,000	....	....
TO DUTCH EAST INDIES.						
Beer and malt extract	2,208,000	4,857,600	....	....	331,000	728,200
Butter	507,000	1,115,400	52,000	114,400	....	....
Cheese	144,000	316,800	....	....	9,000	19,800
Coal	1,122,000	2,468,400	....	....	496,000	1,091,200
Crockery ware and porcelain	6,738,000	14,823,600	2,965,000	6,523,000	....	....
Distilled liquors	1,296,000	2,851,200	....	....	414,000	910,800
Drugs, dyestuffs, and chemicals	2,365,000	5,203,000	648,000	1,425,600	....	....
Dry goods	6,955,000	15,301,000	....	....	597,000	1,313,400
Glass and glassware	1,150,000	2,530,000	242,000	532,400	....	....
Hides, skins, and leather	114,000	250,800	54,000	118,800	....	....
Margarine butter	27,000	59,400	2,000	4,400	....	....
Meat	224,000	492,800	....	....	22,000	48,400
Mercery	2,977,000	6,549,400	1,212,000	2,666,400	....	....
Metals	14,376,000	31,627,200	5,611,000	12,344,200	....	....
Metal wares	20,424,000	44,932,800	3,361,000	7,394,200	....	....
Paper	926,000	2,037,200	....	....	422,000	928,400
Steam and agricultural engines	5,414,000	11,910,800	743,000	1,634,600	....	....
Stone	401,000	882,200	....	....	170,000	374,400
Sugar, refined	5,000	11,000	....	....	64,000	140,800
Tar and pitch	603,000	1,326,600	71,000	156,200	....	....
Vinegar	55,000	121,000	....	....	4,000	8,800
Wine:						
Hogsheads	93,000	204,600	15,000	33,000	....	....
Bottled	488,000	1,073,600	32,000	70,400	....	....
Yarn	347,000	763,400	76,000	167,200	....	....
TO SURINAM.						
Dry goods	243,000	534,600	....	....	237,000	521,400
Beer and malt extract	502,000	1,104,400	....	....	112,000	246,400
Butter	73,000	160,600	....	....	21,000	46,200
Distilled liquors	394,000	866,800	231,000	508,200	....	....
Mercery	69,000	151,800	....	....	19,000	41,800
Rice	1,603,000	3,526,600	....	....	1,252,000	2,754,400
Vinegar	13,000	28,600	....	....	7,000	15,400
TO AFRICA (WEST COAST).						
Beer and malt extract	11,000	24,200	11,000	24,200	....	....
Distilled liquors	4,696,000	10,331,200	358,000	787,600	....	....
Dry goods	283,000	622,600	157,000	345,400	....	....
Mercery	65,000	143,000	13,000	28,600	....	....
Metal wares	274,000	602,800	137,000	301,400	....	....
Oils	7,000	15,400	2,000	4,400	....	....
Petroleum	1,000	2,200	1,000	2,200	....	....
Sugar, refined	255,000	561,000	243,000	534,600	....	....
TO THE UNITED STATES.						
Coffee	578,000	1,271,600	....	....	265,000	583,000
Distilled liquors	4,696,000	10,331,200	358,000	787,600	....	....
Spices	614,000	1,350,800	270,000	594,000	....	....
Sugar, refined	255,000	561,000	243,000	534,600	....	....
Wine:						
Hogsheads	1,725,000	3,795,000	149,000	327,800	....	....
Bottled	741,000	1,630,200	....	....	51,000	112,200

U. S. Treasury figures at hand indicate that both imports from and exports to the United States have increased during the year ended June 30, 1900, particularly the imports. The exports have ranged from about $12,000,000 to $15,000,000 annually for quite a period. The imports from the United States approach $100,000,000 annually, and are increasing steadily. Casual visitors are astonished when told that the

Netherlands exchanges with the United States sum up $110,000,000 or $115,000,000 annually, judging from the complete disappearance of our flag from these ports that our trade relations are unimportant.

The figures above show the imports shipped direct from the United States to the Dutch ports. A great deal more comes through London, and is accredited to Great Britain. So long as this Government does not require certificates of origin of imported goods, the volume of this indirect trade with our producers and manufacturers can not be estimated.

The trade with the United States is in a healthy condition. Complaints are rare, and the intervention of this office or any other similar agency is seldom invoked.

The Harper-Mulhall tables show the commerce of the world in 1897:

Great Britain	$3,389,000,000
British colonies	1,990,000,000
Germany	1,996,000,000
United States	1,815,000,000
France	1,450,000,000
Holland	1,263,000,000
Russia	618,000,000
South America	674,000,000
Belgium	652,000,000
Austria	609,000,000
Italy	438,000,000
Spain	361,000,000

Holland's place among the leaders will be noted, the volume of her exports and imports being nearly equal to those of France and double those of Russia and all South America.

UNITED STATES TRADE.

In looking over the last volumes of Commercial Relations, I am struck with the iteration of the remark that there is no reason why the merchants of the United States can not furnish such and such articles in the market under review. Investigation would in any specific case show that there did exist a reason. Prejudice, custom, habit on the part of consumers, personal or business connections between the foreign and the local merchant, listlessness on the part of our people, account for the situation.

The first thing required is to find out the weak spot. Correspondence will never do that, and the efforts of trade export associations, trade journals, and consular officials will never be efficacious in that sense and to that end. Americans fresh from the mills and factories should be sent out personally to look into the business, and Americans of the same stamp should be put permanently in charge of the foreign trade. In the past, there have been too many foreigners in charge of our interests.

This office has had considerable correspondence of late with respect to the introduction of American coal here, and has attempted to interest Amsterdam people in the projected business, but without tangible results. The European is always conservative and inclined to pessimism, pointing out obstacles which to his mind are insurmountable. That obstacles exist can not be gainsaid, but that they can be overcome is shown by the great progress made in the placing of American merchandise in every market of the world.

The year closed has been very prosperous for trade and industry and shipping in the Netherlands. Certain Dutch interests in South Africa have suffered, and the diamond industry here has been in a distressing state, but these have not affected the tide, which has flowed without interruption. Dutch interests in China have been so inconsiderable as not to have had any effect on home prosperity.

The new entrepôt dock at Amsterdam has come into use and its 54,000 square meters are filled with merchandise, and 18,000 tons of sugar are now stored in the old entrepôt dock which had to be called into requisition.

Altogether, Amsterdam is a very flourishing and progressive city. Work progresses on the new exchange which, when completed, will have cost over a million and a quarter of dollars. The fine new post-office is already found too small for the demands, as is also the entrepôt dock. The city council has appropriated 6,000,000 florins, or $2,402,000, for an electric motor and power plant. The post-office has put into service nine electric automobiles to insure the rapid taking up of the local mails from the boxes and the deposit of the contents at the central post-office. Everywhere the crust of conservatism is breaking through, and the metropolis of Amsterdam takes on daily a more modern and up-to-date air. A short electric line has recently been established.

Especially noteworthy is the flourishing state of trade with the United States, our country constantly augmenting its sales to Dutch ports, though exports from here are more or less stationary. It is stated that the Holland-American Line will increase its dividend this year from 10 to 14 per cent, and the shares have just now risen from 116 to 121, whereas in 1894, during the time of the depression in the United States, they were without buyers in the twenties, and business was stagnant with perilous prospects.

Every week this office, which, until recently, has been in the main concerned with the certification of invoices—the export trade from here to the United States—receives requests for information, names of American manufacturers and exporters, commission houses, etc., with a view to orders from here and the Dutch colonies. This morning, I had a call from one of the banks for names of dealers in sugar machinery and tramway plants and supplies, for one of the large cities in the Dutch East Indies.

R. D. Wood & Co., of Philadelphia, have secured the order for pipe to supply the Soerabaya (Java) waterworks, and goods are now en route.

The following letter, from one of the largest banking firms in Amsterdam, shows the extent to which the American securities are held in the Netherlands:

Letter from Mr. Swain to Consul Hill.

DEAR SIR: Referring to our conversation of a few days ago, I believe that the figures given hereunder estimate very closely the present holdings of American securities in Holland:

	Market value.
American railroad bonds	$120,000,000
Stocks and income bonds	100,000,000
State, county, and municipal bonds	5,000,000
Manufacturing and mining securities	4,000,000
Real estate mortgages	10,000,000
Real estate	3,000,000
Banking and commerce	5,000,000
Total	247,000,000

A few years ago the Dutch interest may have amounted to fully $50,000,000 and perhaps $100,000,000 more, but since then quite large blocks have gone back to America.

The course of the Amsterdam market, following so closely that of London orNew York, does not require detailed treatment. The largest operation in American securities during the year was the Grand Trunk deal, involving about $6,000,000, conducted through the banking house of Wertheim & Gomperts, of this city. Since the beginning of the year 1901, $10,000,000 of Southern Pacific stock have been placed in this market by Teixeira de Matthos & Co. In the recent rise, Dutchmen have made a great deal of money in American securities, London, on the other hand, as in 1873, 1893, 1896, and 1899, having scored stupendous losses.

The rate of money is now so high here, and money itself so plentiful at home, that there is not now the same opportunity to place American investments as formerly.

PETROLEUM COMPANIES.

Company.	Dividends paid—		Shares quoted at—	
	1899.	1900.	Jan. 2, 1900.	Dec. 29, 1900.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*
Elzasser	5	5	83	97
Shibaleff	13	15	158¼	147¼
Russian Fuel	20	50	230	305
Hanover Oil Springs	1	1.8	50	89
Amsterdam-Roumanian	....	....	60	68
Holland Roumanian	....	....	56	30
Netherland Roumanian	....	....	40	23
International Roumanian	....	....	....	85
Royal Petroleum Springs	6	6	276	337
Sumatra Palembang	....	....	84	73
Moeara Enim	....	....	135	150
Dordrecht Petroleum Co	7	9	122	128
Java Petroleum Co	....	....	75	43

BANKS.

Bank.	Dividends paid—		Shares quoted at—	
	1899.	1900.	Jan. 2, 1900.	Dec. 29, 1900.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*
Netherlands Trading Society	7½	8.8	147¼	151¼
Netherlands Indian Commercial Bank	4⅜	5	84⅞	85¼
Trading Society, Amsterdam	8	5	115	122
Colonial Bank	....	....	52	49
Preferred shares	....	....	68¼	69
Cultivation Society, Vorstenlanden	2½	2	64	55
Preferred shares	7½	7	138	135
Java Cultivation Society	5	9	102	98
Sentanen Lor	8	8	128	114

TOBACCO COMPANIES.

	Dividends paid.		Shares quoted at.	
	1899.	1900.	January 2, 1900.	December 31, 1900.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*
Deli Company	[1] 38	[1] 27	416	430
Senembah Company	[1] 48	[1] 22	412	399
Amsterdam Deli Company	92½	72	680	629
Rotterdam Deli Company		14½	219	232
Deli Batavia Company	43	10	325	384
Amsterdam Sumatra Cultivation	11¼		124	100
Deli Plantage		2	78	86
Franco Deli			60	56
Langkat Cultivation A	10¼	8½	134	120
Padang Tobacco	6	5	180	131
Namoe Djawi	6		85	94½
Netherland Asahan, preferred shares			143	
New Asahan				123½

[1] Florins

Exports declared at United States consulate at Amsterdam since 1890.

Fiscal year.	Total.	Diamonds.	Tobacco.
1890	$15,733,332.96	$3,791,195.93	$9,463,882.53
1891	9,950,349.53	3,639,699.48	3,756,445.00
1892	9,785,102.60	4,765,352.07	2,187,159.82
1893	14,748,742.88	6,106,691.81	4,848,050.79
1894	9,964,943.72	1,442,994.05	5,491,415.69
1895	12,335,825.33	2,484,602.59	5,928,730.72
1896	10,431,927.98	1,446,867.36	4,348,774.74
1897	10,147,116.24	548,994.34	4,576,655.58
1898	9,363,303.74	2,417,618.81	3,714,420.20
1899	10,177,895.25	3,964,651.42	3,591,678.96
1900	11,837,784.95	2,384,870.06	4,789,695.74

Everything indicates that the European markets will be our first conquest, Asiatic, African, and South American countries coming later. Trade with the latter will probably be transacted largely through London and other distributing centers, since their banking and transportation facilities will for a long time to come be superior for such purposes than those afforded by our own shipping and financial cities. Large amounts of goods of American origin are now sent from cities like London to all parts of the world and accredited in the returns as English merchandise. It is very difficult to determine the origin of merchandise. For example, I have recently noticed shipments of coffee from here to France via New York, in order to obtain the more favorable entry at French custom-houses. Efforts to fix the origin of hides are very ineffectual. Merchants find ways to evade well-meant enactments, for the execution of which there is not adequate machinery.

We are undoubtedly behind Germany in commercial and technical education. This may be expected to be corrected; besides, American character and adaptability more than compensate for the lack. American young men have nothing to fear from the polyglottic but comparatively unenterprising German clerks sent out in shoals at a salary of about $250 per year to South American commercial cities. They are mechanical and unambitious in their work, their strong points being prudence, frugality, and plasticity in the hands of their superiors.

While the imports from the United States into the Netherlands increase at a great pace from year to year, the exports hence to the

United States do not vary greatly, being at the rate of about $1,000,000 a month. Tobacco and diamonds continue to make up the bulk of the shipments from here. Tobacco may be set down at from four to five million dollars annually, but diamonds for the fiscal year ended June 30, 1900, show a large falling off, due, of course, to the war in South Africa. Hides and skins, cocoa products, cinchona bark, and tin are all large items, running in the neighborhood of half a million dollars each per year. For several years, sugar had almost ceased to be exported from here, though the shipments direct from the Dutch East Indies to the United States amounted last year to about $27,000,000; but during the last six months considerable quantities of refined sugar have been shipped, the invoices authenticated at this office amounting in the September quarter to $230,034.17, and the December quarter to $106,020.57, against $28,717.92 during the entire year ended June 30, 1900.

FINANCIAL.

Government receipts.

	1900.		1899.	
	Florins.	Dollars.	Florins.	Dollars.
DIRECT TAXES.				
Ground tax	12,661,444	5,089,900.49	12,469,378	5,012,689.96
Personal tax	8,829,324	3,549,388.25	8,456,169	3,399,359.84
Occupation tax	6,356,249	2,555,212.10	5,861,887	2,356,478.57
Possession tax	7,381,502	2,967,363.80	7,240,669	2,910,748.94
Mines	11,254	4,524.11	7,724	3,105.05
	35,239,773	14,166,888.75	34,035,827	13,682,382.36
IMPORT DUTIES.				
Import	9,668,168	3,886,603.54	9,157,207	3,681,197.21
Seals	19,025	7,648.05	17,982	7,228.46
	9,687,193	3,894,251.59	9,175,189	3,688,425.67
EXCISES.				
Sugar	14,156,894	5,691,071.39	13,314,282	5,352,341.36
Wine	1,768,468	710,924.14	1,839,618	739,526.44
Spirits	26,648,805	10,712,819.61	25,726,781	10,342,165.96
Salt	1,530,371	615,209.14	1,516,325	609,562.65
Beer and vinegar	1,395,693	561,068.59	1,428,358	574,199.92
Meat	3,736,234	1,501,966.07	3,537,552	1,422,095.90
	49,236,465	19,793,058.93	47,362,916	19,039,892.23
GOLD AND SILVER.				
Tax	323,222	129,935.24	306,827	123,344.45
Assay	872	350.51	905	362.91
	324,094	130,285.78	307,732	123,707.36
INDIRECT TAXES.				
Seal duties	4,045,353	1,626,231.91	3,516,853	1,413,774.91
Registration	5,769,617	2,319,386.03	5,403,934	2,172,381,47
Mortgage taxes	563,784	226,641.17	567,382	228,087.56
Succession	15,967,401	6,418,898.82	13,446,648	5,405,552.50
	26,346,165	10,591,158.33	22,934,817	9,219,796.84
Dominions	1,900,562	764,021.70	2,391,698	961,462.60
Postal service	10,125,028	4,070,261.16	9,641,362	3,875,825.52
Telegraphic service	2,126,119	854,699.84	2,003,301	805,327.00
Lottery	656,540	263,929.08	660,947	265,700.69
Hunting and fishing	139,653	56,140.51	137,263	55,179.73
Pilotage	2,219,362	892,183.52	2,105,254	846,312.11
Total, general	138,001,394	55,476,560.39	130,756,307	52,564,035.41

Estimates for 1900 were 128,437,855 florins ($51,632,017.71.)

This has been the most extraordinary year in finances the Netherlands have ever seen, showing an excess of receipts over estimates of nearly 10,000,000 florins or $4,000,000. The Handelsblad of this city says that the Minister of Finance may well call it the "jubilee year."

The budget for the year 1901, as recently presented to the chambers, places the receipts at 149,472,180 florins ($60,087,012.36) and the expenditures at 154,753,493 florins ($62,210,904.19), showing a deficit of 5,283,313 florins ($2,123,891.83). The expenditures are divided as follows:

For—	Florins.	Dollars.
Queen's household	800,000	321,600.00
State council, etc	681,500	273,963.00
Foreign affairs	853,218	341,993.64
Justice	6,349,916	2,552,666.23
Interior	15,966,759	6,418,717.52
Marine	16,657,694	6,696,392.99
National debt	34,874,568	14,019,576.34
Finances	25,108,117	10,093,463.03
War	22,716,429	9,132,004.46
Waterways, trade and industry	29,380,074	11,810,785.73
Colonies	1,317,218	729,521.64

The estimate of the appropriation for 1901 for the department of waterways, commerce, and industry is not under 29,662,738.77½ florins ($11,924,420.99), and is, besides the national debt, the highest expenditure. A very important part thereof belongs to the postal and telegraphic department, viz, 12,630,730 florins ($5,077,553.46), the receipts amounting to 13,111,500 florins ($5,270,823).

Other estimates are:

	Florins.	Dollars.
Administration	166,500	66,933.00
Waterways, etc	15,470,226	6,219,030.85
Commerce and industry	284,035	114,182.07
Labor and manufactories	460,470	185,108.94
Pensions, etc	590,778	237,491.72
Unprovided expenses	60,000	24,120.00
Total	17,032,009	6,846,867.68

Under "waterways" are included not only the costs of many river, canal, and harbor works, but also expenses for highways, Government buildings, and railways.

For "sea dikes" 300,000 florins ($120,600) are again appropriated for North Holland, near Callantsoog, and 150,000 florins ($60,300) for the protection of the coasts of Zeeland.

The appropriation for harbor works includes $804,000 for the canal Gerd-Terneuzen and $402,000 for the North Sea Canal improvement.

Municipal direct income taxes.

Class.	Tax year May 1, 1900–April 30, 1901.						Tariff, 4½ per cent.			
	Income.		Without children.		With 1 child.		With 2 or 3 children.		With 4 or more children.	
	Florins.		*Florins.*		*Florins.*		*Florins.*		*Florins.*	
I	600	$241.20	6.75	$2.71	5.40	$2.17	4.72½	$1.90	4.05	$1.63
	700	281.40	7.87½	3.17	6.30	2.53	5.515	2.22	4.725	1.90
II	800	321.60	12.60	5.07	10.08	4.05	8.82	3.55	7.56	8.04
	900	361.80	18.225	7.33	14.58	5.86	12.76	5.13	10.935	4.40
III	1,000	402.00	20.25	8.14	16.20	6.51	14.175	5.70	12.15	4.88
	1,100	442.20	27.225	10.94	21.78	8.76	19.06	7.66	16.335	6.57
IV	1,200	482.40	29.70	11.94	23.76	9.55	20.79	8.36	17.82	7.16
	1,300	522.60	38.025	15.28	30.42	12.23	26.62	10.70	22.81½	9.17
V	1,400	562.80	40.95	16.46	32.76	13.17	28.66½	11.52	24.57	9.88
	1,500	603.00	50.62½	20.35	40.50	16.28	35.44	14.25	30.375	12.21
VI	1,600	643.20	54	21.71	43.20	17.37	37.80	15.20	32.40	13.02
	1,700	683.40	65.02½	26.14	52.02	20.91	45.52	18.30	39.01½	15.68
VII	1,800	723.60	68.85	27.68	55.08	22.14	48.19½	19.37	41.31	16.61
	1,900	763.80	76.95	30.93	61.56	24.75	53.86½	21.65	46.17	18.56
VIII	2,000	804.00	81	32.56	64.80	26.05	56.70	22.79	48.60	19.54
	2,100	844.20	89.775	36.09	71.82	28.87	62.845	25.26	53.86½	21.65
IX	2,200	884.40	94.05	37.81	75.24	30.25	65.835	26.47	56.43	22.68
	2,300	924.60	103.50	41.61	84.87	34.12	75.555	30.37	66.24	26.62
X	2,400	964.80	108	43.42	88.56	35.60	78.84	31.69	69.12	27.79
	2,500	1,005.00	112.50	45.225	94.50	37.99	85.50	34.37	76.50	30.75
XI	2,600	1,045.20	117	47.03	98.28	39.51	88.92	35.75	79.56	31.98
	2,700	1,085.40	121.50	48.84	104.49	42.00	95.985	38.59	87.48	35.17
	2,800	1,125.60	126	50.65	108.36	43.56	99.54	40.02	90.72	36.41
XII	2,900	1,165.80	130.50	52.46	112.23	45.12	103.095	41.44	93.96	37.77
	3,000	1,206.00	135	51.27	118.80	47.76	110.70	44.50	102.60	41.25
	3,100	1,246.20	139.50	56.08	122.76	49.35	114.39	45.98	106.20	42.69
XIII	3.200	1,286.40	144	57.89	126.72	50.91	118.08	47.47	109.41	43.99
	3,300	1,326.60	148.50	59.70	133.65	53.73	126.225	50.74	118.80	47.76
	3,400	1,366.80	153	61.51	137.70	55.36	130.05	52.28	122.40	49.20
XIV	3,500	1,407.00	157.50	63.315	141.75	56.98	133.875	53.82	126	50.65
	3,600	1,447.20	162	65.12	149.04	59.91	142.56	57.31	136.08	54.70
	3,700	1,487.40	166.50	66.93	153.18	61.58	146.52	58.90	139.86	56.22
XV	3,800	1,527.60	171	68.74	157.32	63.24	150.48	60.49	143.61	57.73
	3,900	1,567.80	175.50	70.55	164.97	66.31	159.705	64.20	154.44	62.08
	4,000	1,608.00	180	72.36	169.20	68.01	163.80	65.84	158.40	63.68
	4,100	1,648.20	184.50	74.17	173.43	69.72	167.895	67.49	162.36	65.27
XVI	4,200	1,688.40	189	75.98	177.66	71.42	171.99	69.14	166.32	66.86
	4,300	1,728.60	193.50	77.79	185.76	74.67	181.89	73.12	178.02	71.56
	4,400	1,768.80	198	79.60	190.08	76.41	186.12	74.82	182.16	73.23
	4,500	1,809.00	202.50	81.405	194.40	78.15	190.35	76.52	186.30	74.89
XVII	4,600	1,849.20	207	83.21	198.72	79.87	194.58	78.22	190.44	76.56
	4,700	1,889.40	211.50	85.02	207.27	83.32	205.155	82.47	203.04	81.62
	4,800	1,929.60	216	86.83	211.68	85.09	209.52	84.23	207.36	83.36
	4,900	1,969.80	220	88.44	216.09	86.87	213.885	85.98	211.68	85.09
	5,000	2,010.00	225	90.45	220.50	88.64	218.25	87.74	216	86.83
XVIII	5,100	2,050.20	229.50	92.26	224.91	90.41	222.61½	89.49	220.32	88.57

THE JAVA BUDGET FOR 1901.

The budget for 1901 shows the following figures:

	Florins.	Dollars.
Revenue:		
In Holland	28,693,431	11,534,760.47
In India	121,242,500	48,739,485.00
Total	149,935,934	60,274,245.47
Expenditure:		
In Holland	30,262,928	12,165,697.06
In India	119,622,455	48,088,226.91
Total	149,885,383	60,253,923.97

There remains a profit balance of 50,551 florins ($20,321.50). With respect to the details of the budget, the expenses for prisons are 81,000 florins ($32,562) less, but those for jurisprudence, in connection with several reorganizations, are estimated at 97,000 florins ($36,984) more. The considerable reduction of the figures of the financial department, notwithstanding 354,000 florins ($142,308) more are asked for pensions and salaries, is mainly to be ascribed to the withdrawal of 2,500,000 florins ($1,005,000) allowed in the preceding year for the change of copper coins "Duiten."

An amount of 123,100 florins ($49,486.20) is asked for the irrigation of the district Brantas, and 1,400,000 florins ($563,800) for the construction of an aqueduct at Soerabaya. Regarding the works in the Solo Valley, the advice is given that the digging through the hills between the Wringin mouth and Sidajoelawas, to remove the mouth of the Solo River to the Java Sea, must be suspended.

For a telegraph cable, to include the southern and eastern part of Borneo in the telegraphic net, an amount of 750,000 florins ($301,500) is placed on the budget. The expenditure for the states railways is estimated at 4 189,000 florins ($1,683,978), of which 875,000 florins ($351,750) are asked to make a beginning with the construction of the line Krawang-Padalarang, which will be of great importance for defense. The total length is 99,601 meters, and the charges for construction are estimated at 12,213,000 florins ($4,909,626). According to a rough calculation, the revenue of the new line would be 442,000 florins ($177,684), and the working charges 258,000 florins ($103,716). An immediate consequence of the new line is that the Batavia-Krawang Railway must be extended and improved.

POPULATION.

The increase of the population in the Netherlands is slow, as is revealed by the following census returns since 1830:

Year.	Males.	Females.	Total.
1830	1,278,046	1,335,441	2,613,489
1840	1,401,004	1,459,555	2,860,559
1849	1,498,811	1,558,068	3,056,899
1859	1,629,035	1,680,093	3,309,128
1869	1,964,148	1,815,411	3,579,529
1879	1,983,164	2,029,529	4,012,693
1889	2,228,487	2,282,928	4,511,415
1899	2,520,157	2,583,274	5,103,431

The population of Amsterdam during the year 1899 was 518,273; the number of marriages, or 3,906, 15.1 per 1,000; births, 15,533, or 30 per 1,000, of which 902, or 5.6 per cent, were illegitimate; deaths, 15.3 per cent or 7,944.

Excess of births over deaths in twelve large cities, years 1895–1899.

Cities.	1895.			1896.			1897.		
	Births.	Deaths.	Excess of births.	Births.	Deaths.	Excess of births.	Births.	Deaths.	Excess of births.
London	30.4	19.8	10.6	30.6	18.8	11.8	29.9	18.1	11.8
Paris	23.9	22.3	1.6	23.4	20.1	3.3	23.4	19.8	3.6
Berlin	28.1	20	8.1	28.5	18	10.5	28.4	17.6	10.8
Vienna	33.1	23.7	9.4	32.5	22.4	10.1	32.3	21.3	11
St. Petersburg	31.1	28.7	2.4	25.4	23.6	1.8	26.8	21.9	4.9
Glasgow	32.8	23.4	9.4	34.3	20.7	13.6	33.4	21.9	11.5
Hamburg	36.6	20.3	16.3	34.1	18.7	15.4	33	17	16
Budapest	37	25.9	11.1	37.9	25.8	12.1	36.3	22.3	14
Warsaw	42.1	22.7	19.4	37.5	21.3	16.2	37.5	20.1	17.4
Brussels	24.2	19.8	4.4	25.4	18.2	7.2	25.3	16.2	9.1
Amsterdam	31.1	17.2	13.9	31	17.8	13.2	30.5	15.7	14.8
München	34.2	25.3	8.9	35.5	22.8	12.7	35.9	24.7	11.2

Excess of births over deaths in twelve large cities, years 1895–1899—Continued.

Cities.	1898.			1899.		
	Births.	Deaths.	Excess of births.	Births.	Deaths.	Excess of births.
London	29.5	18.7	10.8	29.4	19.8	9.6
Paris	23.6	20.9	2.7	23.3	21.5	1.8
Berlin	27.8	17.2	10.6	27	18.7	8.3
Vienna	31.7	20.3	11.4	31.2	20.9	10.8
St. Petersburg	28.5	25.8	2.7	28.1	25.2	2.9
Glasgow	33.5	21.2	12.3	33	21.6	11.4
Hamburg	33	17.5	15.5	30.4	17.3	13.1
Budapest	34.6	21.8	12.8	35.1	22.3	12.9
Warsaw	39.1	23.2	15.9	41	22.9	18.1
Brussels	24.5	17.5	7	23.4	17.7	5.7
Amsterdam	29.4	16.9	12.5	30	15	15
München	36	24.7	11.3	36.7	23.5	13.2

LABOR.

The condition of the laboring classes is good. Labor chambers are now established in most localities, under the provisions of a general law, and the socialists form a powerful element in both chambers at The Hague. The one exception to general prosperity is furnished by those engaged in the diamond industry, several thousand workmen being now out of employment.

Great care is devoted by the Netherlands to its poor. Orphans' and old people's homes flourish everywhere. Every Dutchman, old and young, in a methodical way sets out annually to save a part of the year's income, and anyone who trenches upon his capital is looked upon as on the road to perdition. The American method of considering as savings whatever is left over after expenditures is not in consonance with Dutch character. The result is that new demands do not spring up here as readily as in many other places, since the Dutchman aims to reduce expenses rather than to increase his income.

The immobility of labor is at first astonishing to an American. Everywhere are found middle-aged men who have been performing minor clerical service for a quarter of a century. As an instance of the persistency with which working people cling to an employment once rooted in the family, I may mention that the kruijer, or errand man, of this office belongs to a family that have been kruijers for over three hundred years. It is, therefore, not surprising that labor gets into ruts and is not as efficient as on our side of the Atlantic.

The trades unions are not so powerful as in Great Britain. Socialism, however, is deeply rooted in the public consciousness, and is influential in legislation.

During the year Rotterdam, as well as the neighboring port of Antwerp, has suffered great loss from a strike among the dockers, the movement extending even to Amsterdam, where it was much less severely felt. The depression in the diamond industry here was also added to by a strike about the middle of the year.

COLONIAL RELATIONS.

The relations with the colonies have continued good throughout the year. The Netherlands furnish the colonies about one-third of their total imports. I have not the amount of colonial exports to the Netherlands, but they are very large, Amsterdam being the chief European market for them. The colonial connection is very profitable to the mother country, although Java sugar, which is the leading product, is shipped for the most part direct to the United States, and a beginning has been made in manufacturing quinine from the bark there.

Both steamship lines to the Dutch Indies, the Stoomvaart-Maatschappij "Nederland" and the Rotterdamsche Lloyd, enjoy high prosperity.

The Dutch colonies show a marked contrast to China and the Malay Peninsula in the matter of railways, having now 2,151 kilometers (1,335½ miles) of rails, 178,000,000 florins ($71,556,000) having been invested in the same. The lines are as follows:

Name.	Kilometers.	Miles.
Java railway	1,578	980½
Sumatra West Coast Railway	210	130
Netherlands Indian Railway Company	261	162
Deli Railway Company	102	63
Total	2,151	1,335½

Besides the railway lines, there are 1,169 kilometers (726 miles) of tramways, leaving out Atjeh, with a capital of 39,000,000 florins ($15,678,000).

CABLE RATES.

Tariff of the Direct United States Cable Company, Limited.

	U. S. gold per word.
Alabama	$0.31
Alaska: Glazier, Log Cabin, Middle-Lake Shops, Summit	.73
Arizona	.38
Arkansas	.36
Bermuda (Bermuda Island)	.63
Bahama (Nassau)	.61
California	.38
Canada	.25
Cape Breton	.25
Colorado	.36
Columbia (District)	.29
Columbia (British):	
Atlin, Bennett	.73
The other offices	.38
Connecticut	.25
Dakota	.36
Delaware	.29
Florida:	
Pensacola	.31
Key West	.38
Other offices	.36
Georgia	.31
Idaho	.38
Illinois	.31
Indiana	.31
Indian Territory	.36
Iowa	.36
Kansas	.36
Kentucky	.31
Louisiana:	
New Orleans	.31
Other offices	.36
Maine	.25
Manitoba (Territory)	.38
Maryland	.29
Massachusetts	.25
Michigan	.29
Minnesota:	
Duluth, Minneapolis, St. Paul, Winona	.29
Other offices	.36

Tariff of the Direct United States Cable Company, Limited—Continued.

	U.S. gold per word.
Mississippi	$0.29
Missouri:	
St. Louis	.29
Other offices	.36
Montana	.36
Nebraska	.36
Nevada	.38
New Brunswick	.25
Newfoundland	.25
New Hampshire	.25
New Jersey:	
Hoboken, Jersey City	.25
Other offices	.29
New Mexico	.36
New York:	
Bay Ridge, Brooklyn, Flatbush, Fort Hamilton, Governors Island, Green Ridge, Long Island City, New Brighton, Newdorp, New York City, Port Richmond, Quarantine, St. George, Stapleton, Tompkinsville, West New Brighton, Yonkers	.25
Other offices	.29
North Carolina	.31
Northwest Territory:	
Cariboo Crossing, Dawson City, Fivefingers, Fort Selkirk, Hootalinqua, Lower Labarge, Miles Canyon, Ogilvie, Selwin, Tagish, Whitehorse	.73
Other offices	.38
Nova Scotia	.25
Ohio	.31
Oklahoma Territory	.36
Ontario (Canada)	.25
Oregon	.38
Pennsylvania	.29
St. Pierre, Miquelon	.25
Prince Edward Island	.25
Quebec (Canada)	.25
Rhode Island	.25
South Carolina	.31
Tennessee	.31
Texas	.36
Turks Island	.75
Utah	.38
Vancouver Island	.38
Vermont	.25
Virginia	.31
Washington	.31
West Virginia	.38
Wisconsin	.31
Wyoming	.36
MEXICO, CENTRAL AMERICA, SOUTH AMERICA, ANTILLES.	
Antigua	1.10
Argentine Republic	1.20
Barbados	1.20
Bolivia	1.55
Brazil:	
Cameta, Mosqueiro, Souré	1.35
Breves, Gurupa	1.40
Chaves, Macapa, Monte-Alegre, Santarem	1.40
Alemquer, Obidos, Parintius, Itacaotiara, Manaos	1.47
Pinheiros	1.30
Pernambuco	.95
Other offices	1.20
Chile	1.55
Colombia:	
Panama	1.26
Buenaventura	1.39
Other offices	1.45
Costa Rica	1.05
Croix (Ste.)	1.32
Cuba:	
Habana	.42
Other offices	.46
Curaçao	1.69
Domingo (St.)	1.63
Dominique	1.05
Ecuador	1.55
Grenada	1.18
Guadaloupe	1.30
Guatemala:	
San Jose	0.77
Other offices	0.84
Guiana:	
British	1.76
French	1.69
Dutch	1.69

Tariff of the Direct United States Cable Company, Limited—Continued.

	U. S. gold per word.
Haiti:	
Cape Haitien, Mole St. Nicolas, Port au Prince	$1.85
Other offices	1.87
Honduras	.91
Jamaica	.75
Kitts (St.) (St. Christopher)	1.18
Lucia (St.)	1.14
Maria Galante	1.30
Martinique	1.30
Mexico:	
Altar, Banamichi, Chihuahua City, Guyamas, Hermosillo, Matamoras, Monterey, Sabinas, Saltillo, Saur	.38
Mexico City, Tampico, Vera Cruz City	.63
Other offices	.65
Nicaragua:	
San Juan del Sur	.98
Other offices	1.05
Panama	1.26
Paraguay	1.20
Peru	1.55
Porto Rico	1.05
Saintes (Les)	1.30
Saintes Basse Terre (Les) (Antilles)	1.30
Salvador:	
Libertad	.88
Other offices	.94
Thomas (St.)	1.26
Trinidad	1.28
Uruguay	1.20
Venezuela:	
Puerto Cabello, Barcelona, Carupano, Cumara, Higuerote, Maracaibo, Port la Mar	1.91
Other offices	1.80
Vincent (St.)	1.16

The rates of the new German-American cable are the same as above.

COFFEE.

The Dutch Trading Society sold in auction during the year 1900 133,483 bales and 327 cases; private parties, out of first hand, 313,708 bales and 1,022 cases; total, 447,191 bales and 1,249 cases; against 578,000 bales and 1,395 cases in 1899; 469,327 bales and 1,887 cases in 1898; 560,902 bales and 2,408 cases in 1897; 523,639 bales and 3,406 cases in 1896; 549,936 bales and 1,528 cases in 1895; 652,106 bales and 1,742 cases in 1894.

Santos and African coffee, floating or sold after arrival, is not included in these figures.

The imports of coffee into this market have been important; however, the Dutch Trading Society imported 26,500 bales less than in the preceding year.

Private parties imported 32,100 bales of Java and 5,400 bales of Santos less than in the preceding year, but 6,600 bales of Padang, 1,400 bales of Celebes, 600 bales of African, and 1,100 bales South American coffee in excess of the imports of the year 1899.

The South American coffee was exclusively imported here from other markets with direct destination for home consumption.

Private parties imported during the year 1900, 1,431,800 bales, against 1,466,000 bales in 1899; 1,240,000 in 1898; 1,184,000 in 1897; 978,000 in 1896; 888,000 in 1895, and 740.000 in 1894.

Prices rose at the beginning and fell at the close of the year.

Largely decreasing stocks and less favorable crop prospects, as well as the very much higher rate of exchange in Brazil caused the rise. The decrease in the prices was brought about by the lower rate of exchange in Brazil, the very large receipts in Santos and the favorable crop predictions.

The imports and deliveries in the eight principal markets of Europe were as follows:

	1900 (11 months).	1899.	1898.	1897.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Imports	483,820	539,160	554,520	540,110
Deliveries	490,320	521,640	500,170	468,710

The course of the prices was:

Description.	Dutch currency.	United States currency.
	Cents.	*Cents.*
Java, good ordinary	34½	13⅞
	39	15⅝
	34½	13⅞
	37	14 13/16
	31	12⅜
Java, blanc	40	16
	45	18
	42	16¾
	43	17¼
	35	14
Java, West Indian preparation	31	12⅜
	33	13¼
	36	14½
	37	14 13/16
	28	11¼
Java, Liberian	26	10⅜
	27	10¾
	24½	10⅛
	26	10⅜
Santos	20½	8¼
	24	9⅝
	23	9¼
	20	8
	23½	9⅜
African	17½	7
	21½	8⅝
	20½	8¼
	25½	10¼
	19½	7⅞

The government crop of Java coffee for the year 1901 is estimated at 96,000 piculs (12,800,000 lbs).

TOBACCO.

Imports and sales in the Netherlands during the year 1900.

	Imports.	Sales.		Imports.	Sales.
Maryland........hogsheads..	9,014	9,073	Habana............ceroons..	741	736
Virginia, Kentucky, and Mason County, hogsheads..	822	958	West Indian..........bales..	287	144
			Mexican.................do...	2,539	2,260
Java..................bales..	349,208	357,048	Greek and Turkish.....do...	12,450	13,847
Sumatra................do...	258,819	258,819	Seed-leaf and cuttings, cases..	300	350
Borneo..................do...	19,679	20,324	Paraguay.............bales..	379	44

It was a notable fact that the imports of Sumatra and Java tobacco were extremely large.

The imports increased considerably; the total imports of Sumatra, Java, and Borneo tobacco amounted to 650.040 bales, against 561,475 bales in 1899, and 481,475 bales in 1898.

In order to decrease the production, it was proposed to destroy 15 per cent of the crop of 1901–1903. The tobacco planters, however, did not consent thereto, though many of them agreed not to gather the top leaves of the tobacco, whereby a decrease of 40,000 bales is expected for the crop of 1900.

Of the 40,000 bales of Sumatra wrapping tobacco imported, according to the Report of the Secretary of Agriculture for 1900, into the United States, 35,330 bales were invoiced at this office (calendar year). The optimism of the Secretary respecting our ability to make a success of raising Sumatra leaf in Connecticut is regarded with incredulity here. The loss of the American market would be a staggering blow, for that article now constitutes one-third of the total return freight from here to the United States, or about $5,000,000 a year. Tobacco is the leading industry of Amsterdam, diamonds coming next in order of importance. It would be, however, worth while to raise our own Sumatra leaf and thus save the $15,000,000 yearly which imports, with freight charges, etc., added, cost us.

SUGAR.

The year 1900 opened fairly, and it was expected generally that an increasing demand, principally for the United States, would result in better prices. In January, however, disappointment came. Different rumors caused dullness and prices remained stationary.

In the beginning of February, it was reported that German refiners were taking steps to keep prices up, and when some orders from the United States came in this market, the trade became more lively and prices improved. Before the end of the month, however, the advance in price was lost. From the middle of March up to the end of July prices gradually improved somewhat, when, on July 28, they reached the highest point (12s. 6¾d. or $3.05).

The end of the year, however, closed at opening prices, being 9s. 1½d. ($2.22), against 10s. 7d. ($2.57) in 1899, 9s. 7d. ($2.23) in 1898, and 8s. 9d. ($2.13) in 1897.

The stock on hand at the beginning of the year was 2,346,000 tons, being fully 40,000 tons less than at same period of 1899; and on December 1, the stock was estimated at 1,271,000 tons, against 1,494,000 tons December 1, 1899.

The production of beet sugar, 1899–1900, amounted to 5,523,000 tons, whereas the current crop is estimated at 5,950,000 tons beet sugar and 2,850,000 tons cane sugar.

RICE.

During the entire year 1900, the market was dull; only the months of February and July were marked by an import movement at firm and somewhat improved prices.

The reports from British Indies, where famine is still spreading, in consequence whereof there was a great demand for rice for that region at shipping ports, and smaller offers for Europe, caused this condition. The same causes, less favorable or unfavorable reports concerning the grain crops of Europe, and the differing reports respecting the potato crop of Holland, also contributed thereto.

The year ended with lighter offers and a firm opinion for unpolished Japan and Java table rice at 6¼ florins ($2.51), Burma at 4¼ florins ($1.71) to 4¾ florins ($1.91).

The imports in Europe were considerably smaller than in 1899; they amounted to 1,553,000 bags, against 1,967,000 bags in 1899, 1,737,000 bags in 1898, 1,545,000 bags in 1897, and 1,303,000 bags in 1896.

Stock on hand on December 31.

Years.	Java table.	Java.	Total.
	Bags.	*Bags.*	*Bags.*
1896	36,300	15,600	51,900
1897	1,500	24,700	26,200
1898	21,000	17,000	38,000
1899	8,300	1,700	10,000
1900	3,125	2,675	5,800

Course of prices.

JAVA TABLE RICE.

	Florins.	Dollars.
1896	6½ to 7½	2.61 to 3.01.
1897	9 to 8½	3.62 to 3.42.
1898	8½ to 9	3.82 to 3.62.
1899	9 to 8	3.62 to 3.22.
1900	8, 7½, 8	3.22, 3.01, 3.22.

JAVA RICE.

1896	5¼, 5¾, 6½	2.11, 2.31, 2.61.
1897	6 to 7½	2.41, 3.01.
1898	7⅜, 8¾, 8, 7¼	2.96, 3.52, 3.22, 2.91.
1899	7½, 6¾, 6¼, 6¾	3.01, 2.71, 2.51, 2.71.
1900	6½, 7, 6¾	2.61, 2.81, 2.71.

RANGOON AND BASSEIN RICE.

1896	3, 4½, 4	1.21, 1.81, 1.61.
1897	3¾, 4¾, 4	1.51, 1.91, 1.61.
1898	3¼, 5, 4½	1.31, 2.01, 1.81.
1899	4½, 3¾, 4½	1.81, 1.51, 1.81.
1900	4¼, 4½, 4⅜	1.71, 1.81, 1.61, 1.76.

Imports and stock on hand in the Netherlands.

	1896.	1897.	1898.	1899.	1900.
Imports:	*Bags.*	*Bags.*	*Bags.*	*Bags.*	*Bags.*
Java table	90,000	69,000	106,000	125,000	119,000
Java and Bengalia	151,700	95,000	193,600	242,000	201,500
Rangoon	451,000	257,000	656,300	370,000	298,000
Bassein	361,800	401,000	607,900	486,000	582,000
Necrarine	170,100	5,000	122,200	108,000	173,500
Saigon, Siam, and Persian	....	602,000	39,800	443,000	114,000
Japan	78,400	16,000	11,200	243,000	45,000
Total	1,303,000	1,545,000	1,737,000	1,967,000	1,333,000
Stock on hand:					
Java table	36,300	1,500	21,000	8,300	3,125
Java	15,600	24,700	17,000	1,700	2,675
Total	51,900	26,200	38,000	10,000	5,800

JAVA INDIGO.

The favorable opinion at the beginning of the year continued for some time, but on account of limited offers, the trade was irregular. The new lots brought into this market fetched high prices, and during the months of March and April, fine and superfine indigo, old preparation, sold even at prices at from 360 to 370 cents ($1.45 to $1.49).

The rise in price was principally caused by the favorable reports from Samarang, and by the large purchases made for Japan account. The demand for Japan, however, stopped suddenly during the month of May, on account whereof, and also on account of the favorable crop reports from British Indies, prices fell even 60 cents ($0.24).

Indigo crops in British Indies, in mauds.

1885	108,600	1893	116,300
1886	131,200	1894	160,500
1887	130,800	1895	161,600
1888	132,300	1896	158,900
1889	144,700	1897	110,200
1890	100,700	1898	124,500
1891	150,500	1899	186,800
1892	87,700	1900	112,000

Statement showing the imports, sales, and stock on hand at Amsterdam and Rotterdam during the years 1891 to 1900.

Years.	Amsterdam.			Rotterdam.			Total.		
	Imports.	Sales and transit shipments.	Stock on hand Dec. 31.	Imports.	Sales and transit shipments.	Stock on hand Dec. 31.	Imports.	Sales and transit shipments.	Stock on hand Dec. 31.
	Chests.	*Chests.*	*Chests.*	*Chests.*	*Chests.*	*Chests.*	*Chests.*	*Chests.*	*Chests.*
1891	4,791	3,116	2,223	3,716	2,423	1,759	8,537	5,539	3,976
1892	4,973	5,726	570	3,561	5,299	15	7,638	11,025	585
1893	3,652	3,675	547	2,979	2,804	190	6,631	6,479	737
1894	2,863	2,647	769	2,077	1,879	388	4,939	4,526	1,150
1895	2,927	3,088	539	2,267	2,242	413	5,192	5,330	1,012
1896	3,395	2,824	1,170	2,539	1,688	1,314	5,984	4,512	2,484
1897	5,180	4,774	1,576	4,062	3,211	2,165	9,242	7,985	3,741
1898	5,659	4,997	2,238	3,936	3,494	2,607	9,595	8,491	4,845
1899	2,292	3,697	833	1,787	4,112	282	4,079	7,809	1,115
1900	1,688	2,069	452	2,181	1,499	964	3,869	3,568	1,416

RESIN.

In the beginning of the year, the market here continued lower than in the United States. Brand G could not sell at 2.90 to 3 florins ($1.16 to $1.20).

As the new crop was offered at somewhat lower prices, purchasers thought that prices would still decline, and did not provide their stock. Prices, however, rose gradually in the United States, in consequence whereof the local price during the month of November went up to 3.50 florins ($1.41) for brand G. There was more demand for prime white quality at prices ranging from 3.75 to 5.50 florins ($1.51 to $2.21).

OIL OF TURPENTINE.

This article rose in January to 23½ florins ($9.45), in May to 27½ florins ($11.05), falling again in September to 16½ to 17 florins ($6.63 to $6.83) on account of the heavy shipments, rising in October to 19¾ to

20 florins ($7.93 to $8.04), and closing at the end of the year at 17½ florins ($7.03).

MADDER.

The new crop was very small. Prices rose to 19½ to 21 florins ($7.84 to $8.44).

JAVA CINCHONA BARK.

Those interested in the cultivation of cinchona bark have not been disappointed during the year 1899, the unit price being 7¾ cents ($0.031) at the end of that year. In the auctions of February, prices rose to 12¼ cents ($0.043), in August auction to 11¾ cents ($0.047), and in September to 12¼ cents ($0.049).

The large shipments from Java during the months of September and October brought the prices in the November auction down to 11 cents ($0.042).

The sales during the year amounted to about 5,237,732 kilograms (11,523,010 pounds), containing, according to analysis, the equivalent of 249,680 kilograms (549,296 pounds) of sulphuric quinine, against 5,562,384 kilograms (12,237,245 pounds), containing 272,570 kilograms (599,654 pounds), in 1899; 5,294,862 kilograms (11,648,696 pounds), containing 259,793 kilograms (571,545 pounds), in 1898; 4,849,739 kilograms (10,669,426 pounds), containing 264,000 kilograms (580,800 pounds), in 1897; 4,977,182 kilograms (10,949,800 pounds) containing 263,421 kilograms (579,526 pounds), in 1896; and 4,484,438 kilograms (9,865,764 pounds), containing 225,138 kilograms (495,304 pounds), in 1895.

The unit value of the bark sold was on an average of 10 cents ($0.04) per one-half kilogram (1.1 pounds), against 7.1 cents ($0.0285) in 1899, 4.86 cents ($0.0195) in 1898, 4.65 cents ($0.0187) in 1897, 2 1/16 cents ($0.018) in 1896, and 2.8 cents ($0.0112) in 1895.

The shipments of cinchona bark from Java have been: 1899–1900, 5,153,000 kilograms (11,336,600 pounds); 1898–99, 5,900,900 kilograms (12,981,980 pounds); 1897–98, 5,431,500 kilograms (11,949,300 pounds); 1896–97, 4,335,250 kilograms (9,537,500 pounds).

KAPOK.

The imports of kapok at Amsterdam during the year 1900 consisted of 39,624 bales cleaned and 482 bales uncleaned; at Rotterdam, 1,057 bales cleaned.

Sold at Amsterdam, 38,575 bales cleaned and 466 bales uncleaned; at Rotterdam, 1,049 bales cleaned.

The stock on hand on December 31, 1900, at Amsterdam was 4,520 bales cleaned and 16 bales uncleaned.

Present price quotations are:

East India extra cleaned, 37½ to 38½ cents per one-half kilogram ($0.15 to $0.15⅜ per 1.1 pounds).

East India prime cleaned, 35 to 37½ cents per one-half kilogram ($0.14 to $0.15 per 1.1 pounds).

East India cleaned, 30 to 35 cents per one-half kilogram ($0.12 to $0.14 per 1.1 pounds).

Uncleaned, 11 to 12½ cents per one-half kilogram ($0.044 to $0.05 per 1.1 pounds).

Imports at Amsterdam and Rotterdam.

	Bales.		Bales.
1891	17,813	1896	32,381
1892	21,991	1897	24,746
1893	16,806	1898	32,503
1894	18,450	1899	37,150
1895	21,530	1900	41,163

COCOA BEANS.

The firm condition of the market at the beginning of the year 1900 continued for some time; prices, however, fluctuated during the course of the year.

The imports consisted of:

	1899.	1898.	1897.	1896.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Netherlands	14,300	13,900	15,000	11,367
England	19,640	19,122	15,416	17,151
France	41,075	35,450	24,967	28,300
Hamburg	28,385	18,499	19,672	16,100

Imports of Java cocoa beans at Amsterdam: 19,200 bags in 1900, against 16,500 in 1899, 16,850 in 1898, 13,000 in 1897, 12,600, in 1896, 15,200 in 1895, and 8,630 in 1894. Imports of Surinam cocoa beans: 1900, 800 bags, against 1,200 bags in 1899, 1,000 bags in 1898, and 1,650 bags in 1897.

Sold in auction at Amsterdam.

	1900.	1899.	1898.	1897.
	Bags.	*Bags.*	*Bags.*	*Bags.*
Java (bags of 50 kilograms=110 pounds)	18,661	16,353	17,640	13,260
Surinam (80 to 100 kilograms=176 to 220 pounds)	744	1,227	977	1,658
All other sorts	210	205	387	761
Total	19,615	17,785	19,004	15,679

Course of prices.—Java cocoa beans: January, 54 cents ($0.217); April, 55 to 56 cents ($0.221 to $0.22½): June, 60 to 64 cents ($0.241 to $0.257); July, 62 cents ($0.249); September, 62 cents ($0.249); October, 59 to 61 cents ($0.237 to $0.24½); December, 61 cents ($0.24½).

Surinam cocoa beans: 40 to 44 cents ($0.16 to $0.177).

COCOA BUTTER.

Sold in auction at Amsterdam during the year 1900, 11,500,000 kilograms (25,300,000 pounds).

Price in January auction: 93¼ cents ($0.37½) per one-half kilogram (1.1 pounds); February, 105½ cents ($0.42⅕). The highest price paid was 120 cents ($0.48¼).

HIDES.

Java cow and buffalo hides firmly kept their price during the year 1900. Prices of Java goatskins rose 10 per cent during same period. Deer and sheep skins, though of less importance, sold at high prices.

Description.	Stock on hand.	Imports.	Sold.	Stock on hand Dec. 31, 1900.
East Indian cowhides	2.367	233,088	213,958	21,502
East Indian buffalo hides	6,849	234,375	228,980	12,254
East Indian goatskins	17,274	652,024	634,638	34,660
East Indian sheepskins	500	16,838	17,338	....
East Indian deerskins	832	21,252	22,084	....
East Indian leguan skins	11,546	41,242	26,533	26,255

SPICES.

The imports of Banda nutmegs in 1900 consisted of 858,000 kilograms (1,887,600 pounds), the sales of 687,000 kilograms (1,511,400 pounds), the stock in first hand of 365,000 kilograms (803,000 pounds).

Imports of mace, 210,000 kilograms (462,000 pounds); sales, 237,000 kilograms (521,400 pounds); stock in first hand, 25,000 kilograms (55,000 pounds).

Black Java pepper: Imports consisted of 3,300 bags, the sales of 3,000 bags. Fair quality sold at 32 cents ($0.124). The totel imports of pepper amounted to 30,000 bags, against 32,000 bags in 1899, 43,000 bags in 1898, 32,000 bags in 1897, and 28,000 bags in 1896. The stock on hand here decreased during 1900, 22,000 bags.

The imports of spices into the Netherlands were:

	1900.	1899.	1898.	1897.
Nutmegs....tons..	858	823	775	870
Mace....do....	210	190	266	173
Amboina cloves....bags..	....	40	2,800	420
Pepper....do....	30,000	33,000	43,000	32,000

SALES OUT OF FIRST HAND.

Nutmegs....bags..	10,900	13,700	13,800	9,500
Mace....do....	4,650	4,000	4,500	3,500

STOCK IN FIRST HAND DECEMBER 31, 1900.

Nutmegs....tons..	365	174	282	341
Mace....do....	25	46	45	36
Amboina cloves....bags..	....	700	740	630
Pepper....do....	8,000	6,000	5,300	10,000

STOCK IN BONDED WAREHOUSE DECEMBER 31, 1900, AT AMSTERDAM AND ROTTERDAM.

Nutmegs....tons..	1,347	1,332	1,446	1,243
Mace....do....	251	258	533	433
Cloves....do....	4,912	4,748	2,897	370
Pepper....do....	4,015	5,125	5,181	4,898

CEREAL PRODUCTS.

Arrivals of wheat flour, rye flour, rolled oats, and oatmeal at Amsterdam and Rotterdam during 1900.

[Compiled by J. De Boer, Amsterdam.]

AT AMSTERDAM.

	Wheat flour in bags from—					Rye flour in bags from—		Rolled oats and oatmeal in bags, cases, and casks, from—	
	United States Atlantic ports.	Baltic ports.	Austrian ports.	French ports.	English ports.	Baltic ports.	French ports.	United States Atlantic ports.	Baltic and other ports.
January	64,251	2,670	....	....	....	18,465	....	786	....
February	169,010	7,100	....	....	....	8,554	....	596	....
March	94,194	2,775	....	....	....	10,590	....	833	....
April	58,368	1,675	....	....	....	14,015	....	1,196	....
May	83,195	12,770	12,790	....	230	6,545	....	600	564
June	85,018	5,290	....	....	....	11,516	....	910	....
July	122,336	6,003	....	....	160	32,165	....	843	....
August	62,454	3,776	....	....	133	15,918	....	1,059	130
September	65,375	5,176	....	....	422	18,645	....	1,352	149
October	99,258	4,917	....	....	560	19,602	....	1,746	173
November	60,136	7,810	....	....	875	23,756	....	2,850	....
December	95,814	8,495	....	....	965	22,157	....	5,358	220
Total	1,059,409	68,457	12,790	....	3,335	201,928	....	18,129	1,236

AT ROTTERDAM.

	Wheat flour in bags from—					Rye flour in bags from—		Rolled oats and oatmeal in bags, cases, and casks, from—	
	United States Atlantic ports.	Baltic ports.	Austrian ports.	French ports.	English ports.	Baltic ports.	French ports.	United States Atlantic ports.	Baltic and other ports.
January	129,162	1,655	1,420	1,673	....	7,600	....	4,565	....
February	46,153	1,201	2,100	2,169	....	8,728	470	6,355	173
March	21,016	3,975	6,300	3,240	1,628	5,240	....	6,925	....
April	77,909	4,730	8,200	1,473	....	10,005	....	5,060	190
May	173,557	5,525	1,300	5,144	105	5,285	650	6,400	60
June	115,354	8,282	20,335	2,065	104	7,555	493	4,108	220
July	78,445	1,673	8,420	1,598	2,594	15,860	....	7,342	184
August	50,409	3,632	1,712	3,105	96	11,175	....	11,154	164
September	85,879	1,672	2,565	2,225	48	17,622	....	12,285	90
October	89,956	5,589	....	2,165	....	27,046	750	20,878	....
November	100,773	13,020	6,848	4,987	156	29,100	....	6,324	139
December	48,094	6,161	4,028	2,571	....	45,354	....	5,858	....
Total	1,046,707	57,125	58,258	32,415	4,821	190,665	2,363	97,284	1,223

RECAPITULATION.

	Wheat flour.	Rye flour.	Rolled oats and oatmeal.
	Bags.	*Bags.*	*Bags, cases, and casks.*
Arrivals at Amsterdam	1,143,991	201,928	19,365
Arrivals at Rotterdam	1,199,326	193,028	98,507
Total	2,343,317	394,956	117,872

It should be noted that part of the Rotterdam imports were transshipped to Amsterdam, this being the final destination, and also that a share of the Amsterdam and Rotterdam arrivals of rye flour from Baltic ports passed on in transit to the Rhine.

Imports of wheat and rye flour from Belgium are not included in this statement, no reliable particulars being obtainable.

Frank D. Hill, *Consul.*

Amsterdam, *January 25, 1901.*

NETHERLANDS IMPORTS AND EXPORTS IN 1900.

I transmit herewith statement of the imports and exports into and from the Netherlands during the year ended December 31, 1900, translated and denominations converted in this office from copy lent by the director of customs at Amsterdam.

Frank D. Hill, *Consul.*

Amsterdam, *March 1, 1901.*

Imports into the Netherlands during the year 1900.

Articles.	Quantity.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
FROM BELGIUM.						
Bark, cinchona, and for tanning	12,088,000	26,593,600	1,554,000	3,418,800		
Barley	41,911,000	92,204,200			26,159,000	57,549,800
Beer and malt extract	182,000	400,400			65,000	143,000
Brimstone	897,000	1,973,400			527,000	1,159,400
Butter	21,000	46,200			52,000	114,400
Cattle (head)	1,730		324			
Coal	627,545,000	1,380,599,000	74,943,000	164,874,600		
Coffee	7,264,000	15,980,800	8,000	17,600		
Cotton-seed oil	2,452,000	5,394,400	725,000	1,595,000		
Crockery and porcelain	214,470,000	471,834,000			7,781,000	17,118,200
Distilled liquors	4,942,000	10,872,400	233,000	512,600		
Drugs, dyestuffs, and chemicals	97,222,000	213,888,400	10,375,000	22,825,000		
Dry goods	10,490,000	23,078,000			583,000	1,282,600
Flax and hemp	2,939,000	6,465,800			1,248,000	2,745,600
Flour, wheat	23,782,000	52,320,400			3,993,000	8,784,600
Fruits, fresh	11,800,000	25,960,000			151,000	332,200
Glass and glassware	80,990,000	68,178,000			5,944,000	13,076,800
Hides, skins, and leather	11,773,000	25,900,600			589,000	1,295,800
Indian corn	194,889,000	428,755,800			917,000	2,017,400
Lard	4,572,000	10,058,400			481,000	1,058,200
Lumber:						
Timber for ships	79,003,000	173,806,600	8,472,000	18,638,400		
Dyewood	9,547,000	21,003,400	4,222,000	9,288,400		
Manure	138,935,000	305,657,000			7,492,000	16,392,400
Margarin	2,914,000	6,410,800			3,820,000	8,404,000
Meat	2,795,000	6,149,000			743,000	1,634,600
Mercery	2,740,000	6,028,000			167,000	367,400
Metals	216,012,000	475,226,400			8,530,000	18,766,000
Metal wares	46,555,000	102,421,000			11,463,000	25,218,600
Oats	33,625,000	73,975,000			11,992,000	26,382,400
Paper	901,000	1,982,200			59,000	129,800
Petroleum	1,939,000	4,265,800	744,000	1,636,800		
Potash	33,288,000	73,233,600			5,160,000	11,352,000
Potato flour	3,807,000	8,375,400			444,000	976,800
Rice	9,842,000	21,652,400			688,000	1,513,600
Rye	23,289,000	51,235,800			9,166,000	20,165,200
Sesame oil	445,000	979,000			256,000	563,200
Steam and agricultural engines	16,902,000	37,184,400	114,000	250,800		
Stone	593,039,000	1,304,685,600	117,754,000	259,058,800		
Sugar:						
Raw	41,564,000	91,440,800			9,356,000	20,583,200
All other	10,776,000	23,707,200	1,161,000	2,554,200		
Tallow, suet, etc	7,635,000	16,797,000	36,000	79,200		
Tar and pitch	8,009,000	17,619,800			11,782,000	20,920,400
Tobacco and cigars	3,502,000	7,704,400			1,119,000	2,461,800
Wheat	361,721,000	795,786,200			211,050,000	464,321,000
Wine:						
Hogsheads	2,297,000	5,153,400	69,000	151,800		
Bottled	2,119,000	4,661,800			52,000	114,400
Wool	12,308,000	27,077,600	2,287,000	5,031,400		
Yarn	13,600,000	29,920,000	239,000	525,800		
FROM GREAT BRITAIN.						
Beer and malt extract	691,000	1,520,200			117,000	367,400
Coffee	6,115,000	13,453,000			3,684,000	8,104,800
Cotton	7,165,000	15,763,000			7,862,000	17,296,400
Cotton-seed oil	6,947,000	15,283,400	2,536,000	5,579,200		
Crockery and porcelain	19,699,000	43,337,800			1,549,000	3,407,800

Imports into the Netherlands during the year 1900—Continued.

Articles.	Quantity.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
FROM GREAT BRITAIN—continued.						
Distilled liquors	479,000	1,053,800			31,000	68,200
Drugs, dyestuffs, and chemicals	24,339,000	53,545,800			1,141,000	2,510,200
Dry goods	17,905,000	39,391,000			3,222,000	7,088,400
Fish	4,223,000	9,290,600			3,026,000	6,657,200
Fish oil	1,135,000	2,497,000	51,000	112,200		
Flax and hemp	25,762,000	56,676,400	3,311,000	7,284,200		
Flour, wheat	333,000	732,600			65,000	143,000
Fruits	1,175,000	2,585,000	6,000	13,200		
Glass and glassware	3,430,000	7,546,000			170,000	374,000
Hides, skins, and leather	8,611,000	18,944,200			268,000	589,600
Lard	810,000	1,782,000			2,463,000	5,418,600
Lumber:						
Cabinet wood	3,391,000	7,460,200	360,000	792,000		
Dyewood	92,000	202,400			92,000	202,400
Manure	22,419,000	49,321,800			87,000	191,400
Margarin	858,000	1,887,600			697,000	1,533,400
Meat	765,000	1,683,000			1,247,000	2,743,400
Metals	596,313,000	1,311,888,600			8,099,000	17,817,800
Metal wares	22,747,000	50,043,400	474,000	1,042,800		
Palm oil	22,639,000	49,805,800	1,624,000	3,572,800		
Potash	8,311,000	18,284,200			1,277,000	2,809,400
Potato flour	407,000	895,400	37,000	81,400		
Salt	16,812,000	36,986,400			1,850,000	4,070,000
Seeds	9,498,000	20,895,600	2,882,000	6,340,400		
Sesame oil	545,000	1,199,000			589,000	1,295,800
Spices	1,509,000	3,319,800			424,000	932,800
Steam and agricultural engines	26,893,000	59,164,600	1,862,000	4,096,400		
Stones	28,479,000	62,653,800	2,979,000	6,553,800		
Sugar, raw	4,011,000	8,824,200			830,000	1,826,000
Sirups and molasses	1,408,000	3,097,600			266,000	585,200
Tallow, suet, etc	23,145,000	50,919,000			256,000	563,200
Tea	2,623,000	5,870,600	244,000	536,800		
Tobacco and cigars	804,000	1,768,800			599,000	1,317,800
Wine, hogsheads	876,000	1,927,000	60,000	132,000		
Wool	12,464,000	27,410,800			5,132,000	11,290,400
Yarn	30,563,000	67,238,600			6,523,000	14,350,600
FROM GERMANY.						
Bark	237,000	521,400	26,000	57,200		
Barley	23,320,000	51,304,000			9,910,000	21,802,000
Beer and malt extract	13,679,000	30,093,800	576,000	1,267,200		
Brimstone	455,000	1,001,000	429,000	943,800		
Buckwheat	9,000	19,800			62,000	136,400
Butter	85,000	187,000			24,000	52,800
Cattle (head)	16				12	
Coal	5,201,112,000	11,442,446,400	200,539,000	441,185,800		
Coffee	3,943,000	8,674,600			427,000	939,400
Cotton	17,264,000	37,980,800	5,215,000	11,473,000		
Crockery ware and porcelain	69,572,000	153,058,400	7,618,000	16,759,600		
Distilled liquors	13,575,000	29,865,000			9,820,000	
Drugs, dyestuffs, and chemicals	164,186,000	361,209,200			3,777,000	8,309,400
Dry goods	39,145,000	86,119,000	565,000	1,243,000		
Flax and hemp	3,429,000	7,543,800	937,000	2,061,400		
Flour, wheat	15,971,000	35,136,200	857,000	1,885,400		
Flour, rye	39,348,000	86,565,600	591,000	1,300,200		
Fruits, fresh	1,727,000	3,799,400	132,000	290,400		
Glass and glassware	34,398,000	75,675,600	3,110,000	6,842,000		
Hides, skins, and leather	11,577,000	25,469,400			2,561,000	5,634,200
Lard	133,000	292,600			147,000	323,400
Lumber:						
Timber for ships	202,947,000	446,483,400			21,278,000	46,811,600
Cabinet wood	1,157,000	2,545,400			261,000	574,200
Dyewood	604,000	1,328,800			1,090,000	2,398,000
Margarine	674,000	1,482,800			1,018,000	2,239,600
Meat	371,000	816,200			521,000	1,146,200
Mercery ware	36,678,000	80,691,600			408,000	897,600
Metals	297,082,000	653,580,400			16,745,000	36,839,000
Metal wares	353,046,000	776,701,200			2,756,000	6,063,200
Oils					13,000	28,600
Palm oil	26,833,000	59,032,600	4,612,000	10,146,400		
Paper	69,978,000	153,951,600	5,672,000	12,478,400		
Petroleum	360,000	792,000			306,000	673,200
Potash	23,084,000	50,784,800			2,882,000	5,240,400
Potato flour	26,600,000	58,520,000			2,065,000	4,543,000

Imports into the Netherlands during the year 1900—Continued.

Articles.	Quantity.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
FROM GERMANY—cont'd.						
Rye	14,731,000	32,408,200	6,257,000	13,765,400		
Salt	69,259,000	152,369,800	15,320,000	33,704,000		
Seeds	17,673,000	38,880,600			4,610,000	10,142,000
Sesame oil	4,471,000	9,836,200			3,479,000	7,653,800
Sheep (head)	62,175,000		19,960			
Spices	698,000	1,535,600			30,000	66,000
Steam and agricultural engines	50,264,000	110,580,800			2,784,000	6,124,800
Stone	1,279,773,000	2,815,500,600	107,758,000	237,067,600		
Sugar:						
Raw	40,929,000	90,043,800	16,387,000	36,051,400		
All other	26,001,000	57,202,200	3,645,000	8,019,000		
Tallow, suet, etc	2,458,000	5,407,600	323,000	710,600		
Tar and pitch	360,000	792,000	98,000	215,600		
Tobacco and cigars	8,718,000	19,179,600			911,000	2,004,200
Wheat	55,491,000	122,080,200	34,169,000	75,171,800		
Wine:						
Hogsheads	17,681,000	38,898,200	611,000	1,344,200		
Bottled	12,181,000	26,798,200			640,000	1,408,000
Wool	3,788,000	8,333,600	333,000	732,600		
Yarn	9,182,000	20,200,400	977,000	2,149,400		
FROM FRANCE.						
Coffee	9,503,000	20,906,600	1,029,000	2,263,800		
Cotton	1,084,000	2,384,800	149,000	327,800		
Cotton-seed oil	68,000	149,600	48,000	105,600		
Crockeryware and porcelain	86,000	189,200			1,000	2,200
Distilled liquors	2,068,000	4,549,600			143,000	314,600
Drugs, dyestuffs, and chemicals	20,267,000	44,587,400	10,472,000	23,038,400		
Dry goods	78,000	171,600			8,000	17,600
Fruits:						
Fresh	3,795,000	8,249,000			3,916,000	8,615,200
All other	2,395,000	5,269,000	1,290,000	2,838,000		
Hides, skins, and leather	1,258,000	2,767,600	102,000	224,400		
Lard	16,000	35,200	16,000	35,200		
Lumber:						
Cabinet wood	58,000	127,600			289,000	535,800
Dyewood	9,000	19,800	8,000	17,600		
Mercery ware	374,000	822,800	165,000	363,000		
Metal wares	344,000	756,800	191,000	420,200		
Palm oil	615,000	1,353,000			508,000	1,117,600
Sesame oil	706,000	1,553,200			479,000	1,053,800
Steam and agricultural engines	71,000	156,200	43,000	94,600		
Sugar:						
Raw	3,645,000	8,019,000			433,000	952,600
All other	306,000	673,200			26,000	57,200
Tobacco and cigars	295,000	649,000			358,000	787,600
Wine:						
Hogsheads	9,818,000	21,599,600			42,000	92,400
Bottles	587,000	1,291,400	69,000	151,800		
FROM RUSSIA.						
Barley	149,739,000	329,425,800			53,755,000	118,261,000
Buckwheat	6,028,000	13,261,600			657,000	1,445,400
Flax and hemp	540,000	1,188,000			562,000	1,236,400
Indian corn	19,645,000	43,219,000			18,256,000	40,163,200
Lumber, timber for ships	662,376,000	1,457,227,200	8,614,000	18,950,800		
Oats	305,939,000	673,065,800	197,596,000	434,711,200		
Petroleum	8,278,000	18,211,600			1,523,000	3,350,600
Potash	21,000	46,200	11,000	24,200		
Rye	416,150,000	915,530,000	105,231,000	231,508,200		
Seeds	71,331,000	156,928,200			22,345,000	49,159,000
Tar and pitch	4,333,000	9,532,600	1,269,000	2,791,800		
Wheat	190,825,000	419,815,000	35,294,000	77,646,800		
FROM ITALY.						
Brimstone	13,874,000	30,522,800	5,180,000	11,396,000		
Drugs, dyestuffs, and chemicals	2,354,000	5,178,800			669,000	1,471,800
Fruits:						
Fresh	11,814,000	25,990,800			1,799,000	3,957,800
All other	2,929,000	6,443,800	655,000	1,441,000		
Stone	6,698,000	14,724,600			3,556,000	7,823,200

Imports into the Netherlands during the year 1900—Continued.

Articles.	Quantity.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
FROM AUSTRIA.						
Barley	11,015,000	24,233,000			6,466,000	14,225,200
Drugs, dyestuffs, and chemicals	542,000	1,192,400	56,000	123,200		
Fruits	1,164,000	2,560,800			2,696,000	5,931,200
FROM ROUMANIA.						
Barley	23,928,000	52,641,600			4,731,000	10,408,200
Indian corn	20,190,000	44,418,000			32,432,000	71,350,400
Oats	501,000	1,102,200			21,795,000	47,949,000
Rye	50,621,000	111,366,200	3,662,000	8,056,400		
Wheat	91,798,000	201,955,600	71,765,000	157,883,000		
FROM NORWAY.						
Lumber, timber for ships	75,023,000	165,050,600			21,024,000	46,252,800
FROM SWEDEN.						
Metals	20,224,000	44,492,800			4,485,000	9,867,000
Tar and pitch	573,000	1,260,600	220,000	484,000		
FROM SPAIN.						
Wine	7,283,000	16,022,600	1,309,000	2,879,800		
FROM PORTUGAL.						
Fruits:						
Fresh	506,000	1,113,200	243,000	534,600		
All other	1,418,000	3,119,600	817,000	1,797,400		
Palm oil, etc	35,000	77,000	35,000	77,000		
Salt	22,449,000	49,387,800			3,932,000	8,650,400
FROM TURKEY.						
Fruits	16,360,000	35,992,000			6,594,000	14,506,800
FROM BRITISH INDIES.						
Cotton	69,000	151,800	69,000	151,800		
Rattan	920,000	2,024,000	281,000	618,200		
Rice	113,304,000	249,268,800			1,091,000	2,400,200
FROM DUTCH EAST INDIES.						
Coffee	37,203,000	81,846,600			6,719,000	14,781,800
Distilled liquors	1,249,000	2,747,800			85,000	187,000
Drugs, dyestuffs, and chemicals	14,167,000	31,167,400			3,994,000	8,786,800
Hides, skins, and leather	4,562,000	10,036,400	107,000	235,400		
Lumber, dyewood	15,000	33,000			32,000	70,400
Rattan	4,816,000	10,595,200	2,880,000	6,336,000		
Rice	29,699,000	65,337,800			6,702,000	14,744,400
Spices	3,138,000	6,903,600			574,000	1,262,800
Sugar, raw	4,352,000	9,574,400			6,347,000	
Tea	5,902,000	12,984,400	739,000	1,625,800		
Tobacco	40,524,000	89,152,800	2,874,000	6,322,800		
FROM JAPAN.						
Rice	900,000	19,800,000			19,688,000	43,313,600
FROM HAITI.						
Lumber, dyewood	2,731,000	6,008,200	965,000	2,123,000		
FROM CURAÇAO.						
Coffee	12,000	26,400	7,000	15,400		
FROM SURINAM.						
Coffee	613,000	1,348,600	422,000	928,400		
Sugar	981,000	2,158,200	107,000	235,400		
FROM SOUTH AMERICA.						
Coffee	42,009,000	92,419,800			2,054,000	4,518,800
Drugs, dyestuffs and chemicals	56,634,000	124,594,800			14,027,000	30,859,400
Indian corn	24,361,000	53,594,200			17,676,000	38,887,200

Imports into the Netherlands during the year 1900—Continued.

Articles.	Quantity.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
FROM THE UNITED STATES.						
Cotton	11,828,000	26,021,600			728,000	1,601,600
Cotton-seed oil	33,483,000	73,662,600			3,774,000	8,302,800
Flour, wheat	101,556,000	223,423,200			25,517,000	56,137,400
Fruits	8,595,000	18,909,000	3,473,000	7,640,600		
Indian corn	470,770,000	1,035,694,000			96,742,000	212,832,400
Lard	28,317,000	62,297,400			7,301,000	16,062,200
Lumber, cabinet wood	7,199,000	15,837,800	3,473,000	7,640,600		
Lumber, dyewood	2,752,000	6,054,400			2,039,000	4,485,800
Margarin	42,769,000	94,091,800	7,063,000	15,538,600		
Meat	10,951,000	24,092,200			1,362,000	2,996,400
Petroleum	357,569,000	786,651,800			36,355,000	79,981,000
Seeds	24,700,000	54,340,000			2,686,000	5,909,200
Tallow, suet, etc	6,655,000	14,641,000	1,759,000	3,869,800		
Tobacco	12,961,000	28,514,200			777,000	1,709,400
Wheat	207,130,000	455,686,000			182,166,000	400,765,200

Exports from the Netherlands during the year 1900.

Articles.	Quantity.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
TO BELGIUM.						
Barley	70,381,000	154,838,200			3,980,000	8,756,000
Butter	2,523,000	5,550,600			579,000	1,273,800
Cattle (head)	53,312		4,620			
Cheese	11,334,000	24,934,800			124,000	272,800
Coal	1,696,091,000	3,731,400,200	152,539,000	335,585,800		
Coffee	8,496,000	18,691,200	1,291,000	2,840,200		
Cotton	3,065,000	6,743,000			750,000	1,650,000
Cotton-seed oil						
Distilled liquors	6,499,000	14,297,800			198,000	435,600
Drugs, dyestuffs, and chemicals	58,645,000	129,019,000	3,424,000	7,532,800		
Fish oil	1,222,000	2,688,400			11,000	24,200
Flax and hemp	25,897,000	56,973,400	5,555,000	11,221,000		
Flour, wheat	4,408,000	9,697,600	1,982,000	4,360,400		
Fruits:						
Fresh	3,171,000	6,976,200	1,225,000	2,695,000		
All other	3,423,000	7,530,600			421,000	926,200
Hides, skins, and leather	7,223,000	15,890,600			360,000	792,000
Hogs (head)	8,135,000				1,402,000	
Indian corn	10,347,000	22,763,400			10,658,000	23,447,600
Lumber:						
Cabinet wood	552,000	1,214,400	134,000	294,800		
Dyewood	261,000	574,200			259,000	569,800
Margarin	3,732,000	8,210,400	414,000	910,800		
Margarin butter	40,462,000	89,016,400			7,013,000	15,428,600
Manure	59,792,000	131,542,400			22,499,000	49,497,800
Mercery	6,674,000	14,682,800			351,000	772,200
Metals	276,402,000	608,084,400	37,642,000	82,812,400		
Oats	6,920,000	15,224,000	3,495,000	7,689,000		
Paper	19,851,000	43,672,200			1,923,000	4,230,600
Petroleum	17,398,000	38,275,600	4,432,000	9,750,400		
Rags	18,180,000	39,996,000	4,716,000	10,375,200		
Rice	15,120,000	33,264,000			3,984,000	8,764,800
Rye	3,524,000	7,752,800	1,372,000	3,018,400		
Salt	39,936,000	87,859,200	14,574,000	32,062,800		
Seeds	3,641,000	8,010,200			1,420,000	3,124,000
Sesame oil	473,000	1,040,600	273,000	600,600		
Sheep and lambs (head)	69,396,000				4,326,000	
Steam and agricultural engines	20,734,000	45,614,800	2,178,000	4,791,600		
Stone	281,587,000	619,491,400	84,399,000	185,677,800		
Sugar:						
Raw	5,566,000	12,245,200			1,546,000	3,401,200
Refined	2,308,000	5,077,600			562,000	1,236,400
Sirups and molasses	7,740,000	17,028,000	4,906,000	10,793,200		
Tallow, suet, etc	6,782,000	14,920,400	2,010,000	4,422,000		
Tar and pitch	15,046,000	33,101,200	637,000	1,401,400		
Tea	76,000	167,200	7,000	15,400		
Tobacco and cigars	5,858,000	12,887,600	479,000	1,053,800		
Wheat	119,022,000	261,848,400	43,056,000	94,723,200		
Wine, hogsheads	3,065,000	6,743,000	827,000	1,819,400		
Wool	6,168,000	13,569,600			2,135,000	4,697,000

Exports from the Netherlands during the year 1900—Continued.

Articles.	Quantity.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
TO GREAT BRITAIN.						
Bark					33,000	72,600
Barley	4,783,000	10,522,600			1,779,000	3,913,800
Brimstone					130,000	286,000
Butter	13,059,000	28,729,800	628,000	1,381,600		
Cattle (head)	2,000		2,000			
Cheese	16,879,000	37,133,800	242,000	5,324,000		
Coal	5,399,000	10,877,800	3,117,000	6,857,400		
Distilled liquors	5,499,000	12,097,800	45,000	99,000		
Drugs, dyestuffs, and chemicals	31,452,000	69,194,400	8,000	17,600		
Dry goods	19,423,000	42,730,600			409,000	899,800
Fish oil	112,000	246,400			8,000	17,600
Glass and glassware	27,202,000	59,844,400	955,000	2,101,000		
Hides, skins, and leather	7,608,000	16,737,600			3,068,000	6,749,600
Margarin	1,104,000	2,428,800			725,000	1,595,000
Margarin butter	40,462,000	89,016,400			7,013,000	15,428,600
Meat	48,726,000	107,197,200	1,482,000	3,260,400		
Mercery	15,344,000	33,756,800			2,286,000	5,029,200
Metals	44,705,000	98,351,000	3,679,000	8,093,800		
Metal wares	91,564,000	201,440,800	25,976,000	57,147,200		
Oats	8,426,000	18,537,200	4,880,000	10,736,000		
Palm oil, etc	8,282,000	18,220,400	4,968,000	10,929,600		
Paper	106,645,000	234,619,000	11,904,000	26,188,800		
Rice	26,931,000	59,248,200	6,672,000	14,678,400		
Seeds	6,163,000	13,558,600	3,503,000	7,706,600		
Sheep and lambs (head)	30,000				375,000	
Spices	1,173,000	2,580,600	42,000	92,400		
Steam and agricultural engines	4,106,000	9,033,200	1,092,000	2,402,400		
Sugar:						
Raw	26,003,000	57,206,600			1,858,000	4,087,600
Refined	119,037,000	261,881,400			5,569,000	12,251,800
Tallow, suet, etc	1,148,000	2,525,600			100,000	2,200,000
Tea	3,178,000	6,991,600	320,000	704,000		
Tobacco and cigars	3,311,000	7,284,200	28,000	61,600		
Wine:						
Hogsheads	2,999,000	6,597,800	7,000	15,400		
Bottled	4,932,000	10,850,400			775,000	1,705,000
Wool	884,000	1,944,800	133,000	292,600		
Yarn	2,268,000	4,989,600	398,000	875,600		
TO GERMANY.						
Bark	206,000	453,200	133,000	292,600		
Barley	154,389,000	339,655,800			75,159,000	165,349,800
Brimstone	19,427,000	42,739,400	10,530,000	23,166,000		
Buckwheat	7,679,000	16,893,800	262,000	576,400		
Cattle (head)	108				158	
Cheese	17,188,000	37,813,600	199,000	437,800		
Coal	1,031,579,000	2,269,473,800	606,575,000	1,334,465,000		
Coffee	62,130,000	136,708,600	4,161,000	9,154,200		
Cotton	39,476,000	86,847,200			8,276,000	18,207,200
Cotton-seed oil	26,899,000	59,177,800	3,356,000	7,383,200		
Distilled liquors	17,995,000	39,589,000			8,205,000	18,051,000
Drugs, dyestuffs, and chemicals	230,906,000	507,993,200	18,935,000	41,657,000		
Dry goods	11,052,000	24,314,400			1,796,000	3,951,200
Fish	45,293,000	99,644,600	14,569,000	32,051,800		
Fish oil	4,473,000	9,840,600	322,000	708,400		
Flax and hemp	16,404,000	36,088,800	2,218,000	4,879,600		
Flour, wheat	9,064,000	19,940,800	179,000	393,800		
Flour, rye	32,260,000	70,972,000	7,448,000	16,385,600		
Fruits, fresh	39,889,000	87,755,800			2,992,000	6,582,400
Fruits, all other	32,232,000	70,910,400			4,971,000	10,936,200
Hides, skins, and leather	17,862,000	39,296,400			213,000	468,600
Indian corn	291,318,000	640,899,600			115,319,000	253,701,800
Lard	20,771,000	45,696,200			4,803,000	10,566,600
Lumber:						
Ship timber	676,908,000	1,489,197,600	8,999,000	19,797,800		
Cabinet wood	5,061,000	12,894,200			1,696,000	3,721,200
Dye wood	42,218,000	92,879,600	13,466,000	29,625,200		
Margarin	15,193,000	33,424,600	2,100,000	4,620,000		
Margarin butter	487,000	1,071,400			381,000	838,200
Manure	166,424,000	366,132,800			22,624,000	49,772,800
Meat	6,267,000	13,787,400			3,355,000	7,381,000
Mercery	2,541,000	5,590,200	499,000	1,097,800		
Metals	46,342,000	101,952,400			9,885,000	21,747,000
Metal wares	670,694,000	1,475,526,800	114,658,000	252,236,600		
Oats	333,186,000	733,009,200	57,695,000	126,929,000		
Palm oil, etc	95,481,000	210,058,200	12,949,000	28,487,800		

Exports from the Netherlands during the year 1900—Continued.

Articles.	Quantity.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
TO GERMANY—cont'd.						
Palm seed	25,291,000	55,640,200	5,504,000	12,108,800		
Paper	14,638,000	32,203,600	3,899,000	8,577,800		
Petroleum	261,685,000	575,707,000	13,244,000	29,136,800		
Rags	21,771,000	47,896,200			4,853,000	10,676,600
Rice	30,176,000	66,387,200			2,661,000	5,854,200
Rye	327,097,000	719,613,400	78,263,000	172,178,600		
Salt	1,958,000	4,307,600	249,000	547,800		
Seeds	193,636,000	425,999,200			16,470,000	36,234,000
Sesame oil	11,888,000	26,153,600			4,241,000	9,330,200
Spices	2,884,000	6,344,800	185,000			
Steam and agricultural engines	33,810,000	74,382,000	6,286,000	13,829,200		
Stone	107,478,000	236,451,600	10,178,000	22,391,600		
Sugar:						
Raw	35,938,000	79,063,600	10,793,000	23,744,600		
Refined	40,737,000	89,621,400	6,705,000	14,751,000		
Sirup, molasses, etc	13,036,000	28,679,200			1,528,000	3,361,600
Tallow	18,490,000	40,678,000	4,100,000	9,020,000		
Tar and pitch	73,798,000	162,355,600	24,242,000	53,332,400		
Tea	1,594,000	2,506,800	258,000	567,600		
Tobacco and cigars	32,323,000	71,110,600	1,183,000	2,602,600		
Wheat	943,220,000	2,075,084,000			195,528,000	430,161,600
Wine:						
Hogsheads	23,532,000	51,770,400	755,000	1,161,000		
Bottled	3,613,000	7,948,600	494,000	1,086,800		
Wool	16,480,000	36,256,000			669,000	1,471,800
Yarn	24,102,000	53,024,400			2,342,000	5,152,400
TO FRANCE.						
Cheese	3,374,000	7,422,800			210,000	462,000
Coffee	132,000	290,400			130,000	286,000
Cotton					1,000	2,200
Distilled liquors	191,000	420,200	16,000	35,200		
Dry goods						
Fish oil	1,087,000	2,391,400			16,000	35,200
Hides, skins, and leather	455,000	1,001,000			1,000	2,200
Metal wares	191,000	420,200	121,000	266,200		
Paper	117,000	257,400	96,000	211,200		
Rice	2,665,000	5,863,000	658,000	1,447,600		
Sugar, raw						
Wine:						
Hogsheads	24,000	52,800			16,000	35,200
Bottled	20,000	44,000	5,000	11,000		
TO RUSSIA.						
Cheese	84,000	184,800	41,000	90,200		
Metal wares	2,520,000	5,544,000			4,448,000	9,785,600
TO ITALY.						
Metal wares	1,799,000	3,957,800			64,000	140,800
TO NORWAY.						
Margarin	715,000	1,573,000	15,000	33,000		
Margarin butter	38,000	83,600			202,000	444,400
Metal wares	3,095,000	6,809,000			835,000	1,837,000
TO DENMARK.						
Coffee	3,126,000	6,877,200			907,000	1,995,400
Fruits	102,000	224,400	53,000	116,600		
Tobacco and cigars	945,000	2,079,000			78,000	171,600
TO SWEDEN.						
Coffee	1,968,000	4,329,600			254,000	558,800
Cotton					1,000	2,200
Cotton-seed oil	167,000	367,400			24,000	52,800
Distilled liquors	1,076,000	2,367,200	135,000	297,000		
Sugar, refined	44,000	96,800	25,000	55,000		
TO PORTUGAL.						
Sugar, refined	2,213,000	4,868,600	157,000	345,400		
TO TURKEY.						
Sugar, refined	79,000	173,800			61,000	134,200

Exports from the Netherlands during the year 1900—Continued.

Articles.	Quantity.		Increase.		Decrease.	
	Kilograms.	Pounds.	Kilograms.	Pounds.	Kilograms.	Pounds.
TO BRITISH INDIES.						
Dry goods	268,000	589,600	147,000	323,400		
Tar and pitch	4,000	8,800	4,000	8,800		
TO DUTCH EAST INDIES.						
Beer and malt extract	4,534,000	9,974,800	136,000	299,200		
Butter	1,008,000	2,217,600	1,000	2,200		
Cheese	309,000	679,800			43,000	94,600
Coal	3,061,000	6,734,200			2,248,000	4,945,600
Crockery ware and porcelain	11,569,000	25,451,800	1,859,000			
Distilled liquors	2,393,000	4,089,800			810,000	1,782,000
Drugs, dyestuffs, and chemicals	4,147,000	9,123,400	228,000	501,600		
Dry goods	13,376,000	29,427,200			1,134,000	2,294,800
Glass and glassware	1,916,000	4,215,200			4,000	8,800
Hides, skins, and leather	204,000	448,800	69,000	151,800		
Margarin butter	127,000	279,400	45,000	99,000		
Meat	445,000	979,000			40,000	88,000
Mercery	5,604,000	12,328,800	1,871,000	4,116,200		
Metals	24,185,000	53,207,000	4,913,000	10,808,600		
Metal wares	40,435,000	88,957,000	7,064,000	15,540,800		
Paper	2,274,000	5,002,800			86,000	189,200
Steam agricultural engines	10,534,000	23,174,800	2,463,000	5,416,600		
Stone	844,000	1,856,800			550,000	1,210,000
Sugar, refined	151,000	332,200			51,000	112,200
Tar and pitch	865,000	1,903,000			388,000	853,600
Vinegar	95,000	209,000			25,000	55,000
Wine:						
Hogsheads	199,000	437,800	42,000	92,400		
Bottled	1,021,000	2,246,200	87,000	191,400		
Yarn	605,000	1,331,000	59,000	129,800		
TO SURINAM.						
Dry goods	714,000	1,570,800			118,000	269,600
Beer and malt extract	1,300,000	2,860,000	88,000	193,600		
Butter	172,000	378,400			6,000	13,200
Distilled liquors	660,000	1,452,000	271,000	596,200		
Mercery	185,000	407,000			5,000	11,000
Rice	3,601,000	7,922,200			1,625,000	3,575,000
Vinegar	32,000	70,400			2,000	4,400
TO AFRICA, WEST COAST.						
Beer and malt extract	24,000	52,800	17,000	37,400		
Distilled liquors	8,610,000	18,942,000	1,786,000	3,929,200		
Dry goods	559,000	1,229,800	203,000	446,600		
Mercery	88,000	193,600			118,000	248,600
Metal wares	442,000	972,400	156,000	343,200		
Oils	358,000	787,600	348,000	765,600		
Petroleum	2,000	4,400	2,000	4,400		
Sugar, refined	281,000	618,200	241,000	530,200		
Coffee	1,367,000	3,007,400			256,000	563,200
Distilled liquors	885,000	1,947,000	56,000	123,200		
Spices	2,241,000	4,930,200	1,425,000	3,135,000		
Sugar, refined	11,925,000	26,235,000	10,676,000	23,487,200		
Wine:						
Hogsheads	3,321,000	7,306,200	87,000	1,914,000		
Bottled	1,586,000	3,489,200			114,000	250,800

ROTTERDAM.

Generally speaking, 1899 has been a satisfactory year for the commerce and industry of the Netherlands. There were no crises causing unnatural rising of quotations or artificial liveliness in transactions, the depressing effects of which are always felt for some time afterwards. The extension of commerce and growth of industries, as well as an increase of 10 per cent in the tonnage of ocean-going vessels which entered this port during 1899, indicate that Rotterdam, as a commercial city and seaport, is still enjoying a phenomenal but healthy growth, and is successfully competing with her rivals, Hamburg and Antwerp, in distributing her share of the world's products.

IMPORTS AND EXPORTS.

The importation of merchandise, excepting chalk, coal, and stone, was, in tons of 1,000 kilograms (2,205 pounds):

Year.	In the Netherlands.	At Rotterdam.	Share of Rotterdam in total imports.
	Tons.	*Tons.*	*Per cent.*
1889	8,262,943	3,469,975	42.00
1890	8,752,909	3,891,724	44.46
1891	8,370,891	3,904,765	41.67
1892	9,421,995	3,934,564	41.45
1893	9,976,690	4,624,528	46.35
1894	11,262,137	5,358,349	47.57
1895	11,431,440	5,819,158	50.90
1896	13,392,458	7,057,642	52.69
1897	14,668,113	7,939,861	54.13
1898	15,487,658	8,449,529	54.55
1899	....	9,930,296	....

The following statistics show the principal imports and exports of the Netherlands, the total imports at Rotterdam, the principal exports from Rotterdam, the quantities of principal articles imported from the United States for the years 1893 to 1899, the quantities of principal articles imported from the United States as compared with such imports from other countries in 1899, the values of imports from the United States into the Netherlands, the values of exports from the Netherlands to the United States, and the value of exports to the United States from the consular district of Rotterdam:

Imports and exports of principal articles in the Netherlands trade for 1899.

Articles.	Imports.	Exports.
	Pounds.	*Pounds.*
Ashes	165,519,200	105,868,400
Bark	26,389,000	17,531,800
Beer and malt extract	33,422,400	43,474,200
Butter	3,011,800	45,053,800
Cereals:		
Wheat	3,109,807,800	2,673,640,200
Rye	933,222,400	553,790,600
Barley	852,095,200	683,038,400
Corn	1,971,653,200	941,914,600
Oats	731,403,200	621,585,800
Buckwheat	47,084,400	16,896,000
Rice	446,602,200	200,785,200
Other kinds	20,002,400	....
Cheese	(1)	101,153,800
Coal	15,022,180,800	4,939,787,600
Coffee	280,106,200	178,305,600
Cotton, raw	160,116,000	119,255,400
Drapers' wares	165,517,000	1,911,487,600
Drugs, dyestuffs, and chemicals	980,647,800	755,055,400
Earthenware	673,054,800	404,650,600
Engines and machinery	227,308,400	146,192,200
Fish	40,722,000	193,010,400
Fish oil	19,016,800	15,595,800
Flax and hemp	69,152,600	83,947,600
Flour	470,058,800	90,950,200
Fruits	286,803,000	227,924,400
Glass and glassware	158,270,200	115,528,600
Ground nuts	33,783,200	14,649,800
Hides, skins, leather	98,390,600	91,665,200
Lard	99,726,000	68,734,000
Manure	983,114,000	685,850,000
Margarin:		
Butter	1,069,000	111,784,200
Raw	100,386,000	42,308,200
Meat	41,443,600	164,337,800
Mercery	103,050,200	79,103,200
Metal articles	1,004,762,000	767,813,200
Metal, raw	2,806,458,600	2,051,784,800
Oils:		
Ground nut	4,657,400	5,506,600
Cotton seed	96,063,000	60,869,600
Sesame and other edible	40,183,000	39,919,000
Palm and other	236,803,600	233,763,200
Petroleum	944,724,000	575,445,200
Palm nuts	50,226,000	46,248,400
Paper	180,028,200	299,354,000
Potato flour and its products	97,726,200	145,263,800
Rags	....	133,669,800
Rattans	6,886,000	5,350,400
Salt	236,970,800	62,548,200
Seeds	818,961,000	496,278,200
Spices	21,146,400	13,796,200
Spirits	72,215,000	120,128,800
Stone	3,748,168,600	850,333,000
Sugar:		
Raw	219,678,800	132,316,800
Other	132,213,400	370,543,800
Sulphur	22,783,200	20,314,800
Sirup	51,319,400	45,342,000
Tallow, suet, etc	91,588,280	57,116,400
Tar and pitch	127,272,200	147,100,800
Tea	19,131,200	10,311,400
Tobacco and cigars	171,899,200	128,244,600
Vinegar	....	23,372,800
Wine	140,694,400	109,190,400
Wood:		
For shipbuilding and timber	3,696,541,200	1,969,088,000
Dyewoods	67,582,600	65,263,000
Hard woods	42,352,200	27,687,000
Wool	79,931,200	59,428,600
Yarns	130,336,800	72,402,000

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[1] No statistics.

Imports at Rotterdam.

Articles.	1896.	1897.	1898.	1899.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
Ammunition	2,306,562	1,124,701	872,372	1,124,543
Animal charcoal	4,962,010	5,258,714	3,759,789	3,725,911
Ashes	28,934,350	37,663,386	30,338,580	28,273,777
Bark	542,538	2,861,871	1,186,977	1,718,582
Beans and peas	65,383,780	90,597,225	83,888,317	78,644,548
Beer and malt extract	10,839,800	12,685,268	12,801,518	14,756,852
Bran	25,747,313	49,718,841	43,998,782	67,983,177
Bread, biscuits, etc	6,726,007	7,457,006	7,861,641	7,278,924
Butter	2,908,039	3,077,622	2,890,980	2,168,848
Cattle food	100,939,286	106,604,918	207,671,733	263,958,248
Cereals:				
Wheat	2,098,160,514	2,253,484,800	2,071,120,785	1,818,208,808
Rye	974,687,380	922,514,870	815,834,985	763,019,992
Barley	558,559,145	631,514,284	731,705,808	628,282,489
Corn	307,907,302	890,887,678	1,334,964,092	1,354,324,314
Oats	777,469,311	613,059,577	504,022,429	596,149,334
Buckwheat	40,947,813	47,597,314	58,783,406	38,568,042
Rice	88,780,917	108,625,051	149,472,517	140,782,140
Other kinds	24,468,463	8,575,894	24,835,382	35,647,484
Chalk, raw and ground	325,130	1,215,098	879,034	487,098
Cheese	255,630	342,473	401,229	367,849
Coal	933,640,689	1,108,685,089	1,130,494,754	1,592,845,443
Coffee	141,627,837	169,835,770	182,590,133	185,640,673
Cotton, raw	22,033,219	31,408,936	40,201,278	87,821,386
Drapers' ware	39,965,995	56,380,440	43,717,428	45,271,644
Drugs, dyestuffs, and chemicals	453,182,402	458,437,719	476,677,641	500,594,263
Earthenware bricks (tiles)	61,250,827	69,876,002	68,724,748	70,366,888
Engines and machinery	50,883,427	56,547,990	67,881,273	81,378,372
Fish	15,401,620	23,304,827	22,592,583	22,732,827
Fish oil	10,602,118	13,977,164	13,163,960	15,046,755
Flax and hemp	20,428,188	32,436,280	45,399,765	21,277,398
Flour	192,413,547	198,700,379	246,889,888	276,585,978
Fruits	119,228,038	137,128,325	105,828,773	121,135,505
Glass and glassware	34,303,897	33,274,723	34,694,350	36,741,668
Gold	7,185	17,480	2,620	3,980
Ground nuts	27,372,852	27,797,801	33,897,470	31,206,006
Hides, skins, and leather	28,957,631	35,189,825	36,352,289	37,758,865
Hops	1,860,749	1,951,069	1,179,629	1,179,944
Lard	44,583,269	72,573,227	78,992,791	88,508,104
Lime	1,601,911	1,596,128	1,629,661	2,429,126
Manganese	491,915	404,299	1,828,230	686,976
Manure	172,519,849	211,661,441	253,564,876	338,122,906
Margarin:				
Butter	343,020	487,217	623,724	543,756
Raw	84,472,506	84,742,619	98,413,751	95,325,824
Meat	16,847,990	27,275,311	40,797,493	29,048,254
Mercery	35,238,536	28,838,782	38,178,422	43,302,307
Metal articles	215,944,016	240,612,249	228,358,072	268,884,862
Metal, raw	776,913,708	861,163,057	789,261,924	1,199,392,819
Mineral spring water	36,604,769	31,150,879	30,945,787	54,020,850
Oils:				
Ground nut	4,190,068	4,792,800	3,170,006	4,475,570
Cotton seed	43,402,095	69,380,967	83,925,842	85,825,791
Sesame	14,262,080	27,043,328	20,216,608	19,288,173
Petroleum	598,560,318	587,907,296	688,795,738	662,478,001
Palm and other	117,398,899	117,860,121	121,036,040	123,053,938
Ores	4,393,388,651	5,316,463,861	5,854,325,424	6,896,241,278
Palm nuts	62,990,287	55,606,626	48,779,227	47,194,374
Paper	54,533,980	65,031,291	65,732,982	70,992,163
Potato flour and its products	45,034,169	48,428,448	51,067,317	59,947,716
Rags	21,954,490	27,925,309	40,188,210	40,249,084
Rattans	571,889	1,671,087	1,404,757	1,643,343
Ropes	5,421,817	5,342,843	6,098,712	5,836,263
Resin	11,589,466	79,452,107	73,450,137	61,545,519
Salt	37,788,800	27,700,799	26,924,218	23,617,713
Seeds	44,377,971	375,128,122	291,010,788	360,785,289
Sirup	5,344,147	22,802,178	34,255,252	27,912,355
Spices	4,660,311	5,709,914	6,779,804	10,744,989
Spirits	14,668,148	37,887,811	28,058,738	33,509,048
Stone	82,107,140	40,691,095	96,762,162	92,203,932
Sugar:				
Raw	31,458,893	50,692,572	45,881,741	48,955,163
All other	36,307,675	55,522,857	61,984,943	67,062,884
Sulphur	5,931,777	5,492,506	7,608,693	1,969,752
Tallow, suet, etc	34,191,783	41,223,815	54,152,160	55,729,502
Tar and pitch	11,589,468	16,836,580	10,324,699	10,302,525
Tea	6,622,054	6,261,064	6,538,108	6,412,908
Tobacco, cigars	65,342,539	13,686,550	68,132,266	76,538,195
Vinegar	2,732,990	1,811,348	2,060,956	2,245,731
Wine	58,221,051	58,036,095	66,483,197	78,041,330

Imports at Rotterdam—Continued.

Articles.	1896.	1897.	1898.	1899.
Wood:	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
For shipbuilding and timber	897,651,326	1,304,792,510	1,425,191,167	1,494,498,405
Dyewoods	60,775,589	42,711,920	61,483,336	54,179,554
Hard woods	17,030,723	21,144,319	32,419,818	37,750,783
Woolens	12,781,641	12,054,758	11,662,341	17,421,386
Yarns	59,626,064	54,749,036	65,648,315	67,126,063
Miscellaneous	559,378,920	170,682,355	215,992,842	186,578,884
Total	16,516,583,374	18,712,320,541	19,881,812,363	21,846,951,348

Exports of principal articles from Rotterdam in 1899.

Articles.	Quantity.	Articles.	Quantity.
	Pounds.		*Pounds.*
Ashes	12,590,600	Mercery	85,866,600
Bark	2,006,400	Metal articles	284,622,800
Beer and malt extract	14,231,800	Metal, raw	830,957,600
Butter	1,898,600	Oils:	
Cereals:		Ground nut	4,450,600
Wheat	1,504,516,200	Cotton seed	52,012,400
Rye	465,502,400	Sesame and other edible	29,983,800
Barley	398,659,800	Palm and other	94,215,000
Corn	535,999,200	Petroleum	457,947,600
Oats	481,170,800	Palm nuts	40,414,000
Buckwheat	10,181,600	Paper	88,508,200
Rice	83,936,600	Potato flour, etc	52,397,400
Cheese	38,904,800	Rags	46,556,400
Coal	993,658,600	Rattans	2,246,200
Coffee	89,630,200	Seeds	152,501,800
Cotton, raw	12,427,800	Spices	5,891,600
Drapers' wares	58,138,800	Spirits	72,564,800
Drugs, dyestuffs, and chemicals	348,854,600	Stone	107,608,600
Earthenware	58,020,000	Sugar:	
Engines, machinery	48,801,000	Raw	49,227,200
Fish	70,158,600	All other	80,009,600
Fish oil	11,671,000	Sulphur	4,837,800
Flax and hemp	28,535,600	Sirup	23,584,000
Flour	67,995,400	Tallow, suet, etc	24,873,200
Fruits	97,924,200	Tobacco and cigars	42,229,000
Glass and glassware	34,834,800	Vinegar	4,870,800
Ground nuts	13,972,200	Wine	67,674,200
Hides, skins, and leather	82,282,800	Wood:	
Lard	39,454,800	For shipbuilding and timber	978,377,400
Manure	275,666,600	Dyewoods	47,297,800
Margarin:		Hard woods	17,439,400
Butter	92,312,000	Wool	10,324,600
Raw	22,506,000	Yarns	85,052,600
Meat	99,905,000		

Principal articles imported at Rotterdam from the United States for the years 1893–1899.

[In thousand pounds.]

Articles.	1893.	1894.	1895.	1896.	1897.	1898.	1899.
Wheat	589,891	271,500	111,800	162,057	425,295	722,089	877,328
Rye	....	....	1,767	28,737	110,696	139,285	45,558
Barley	56,000	13,550	....	5,026	38,365	7,193	40,844
Corn	195,000	170,590	192,500	564,182	792,774	1,093,900	1,071,227
Oats	1,822	778	....	57,822	130,188	219,600	220,701
Buckwheat	13,028	....	11,170	37,708	46,910	54,371	24,312
Beans and peas	470	493	19	244	500	476	108
Coffee	1,469	1,664	305	871	253	1,872	472
Margarin	85,012	88,000	55,000	73,864	79,921	94,127	88,499
Ores	5,767	....	3,130	58	26,528	141,453	319,770
Metals, manufactures	1,708	3,262	51,020	4,707	8,134	19,310	27,540
Metals, raw	46,458	53,500	....	80,859	157,018	122,665	155,163
Cotton-seed oil	36,764	55,130	51,940	31,078	60,856	73,826	78,851
Sesame oil	....	732	67	23	13	50	22
Petroleum	411,000	537,500	478,200	591,778	584,000	667,292	688,396
Lard	21,000	38,000	25,270	82,721	62,806	68,402	74,556
Tobacco	17,000	22,560	24,600	29,218	34,944	27,711	28,558
Tallow, suet, etc	3,027	1,725	648	1,145	4,109	13,373	11,462
Seeds	47,000	1,275	263	28,114	13,657	36,700	36,623

Principal articles imported at Rotterdam from the United States in 1899, and also from other countries.

[In thousand pounds.]

Countries.	Wheat.	Rye.	Barley.	Corn.	Oats.	Buckwheat.	Beans and pease.	Coffee.	Margarin.	Ores.
United States	877,328	45,558	40,844	1,071,227	220,701	24,312	108	472	88,499	319,770
Algeria										556,999
Australia										26,239
Belgium	23		75		627		50	1,487	59	470
India										28,606
France			1,867				55		180	129,716
Greece	3,848	411	341		2,319		661	19		311,654
Great Britain	1,996	7	1,299	1	27		424	16,130	3,483	12,852
Germany	30,322	2,108	66,226	66	74,184	25	71,083	6,614	3,573	966
Italy							66			151,122
Java								40,359		118
Norway							1	6	40	23,001
Portugal								7,934	13	109,272
Russia	334,938	609,315	412,409	76,980	234,370	14,231	19,000	1	21	270,712
Spain							34			3,409,123
Turkey		2,303	871		9,653		59	53		8,987
Sweden							27		29,161	1,636,575
Denmark			2,859							
Countries on the Danube	45,326	103,318	63,011	113,567	49,049		5,095	1		
South America	524,421			92,428	212			96,283		56
Austria			38,451		7		1,781			
Africa	1				2,801			197		
Malta								28		

Countries.	Metals, manufactured.	Metals, raw.	Cotton-seed oil.	Sesame oil.	Petroleum.	Lard.	Tobacco.	Tallow, suet, etc.	Seeds.
United States	27,540	155,163	78,851	22	638,396	74,556	28,588	11,462	36,623
Algeria				13			1		
Australia								261	
Belgium	23,733	44,736	296	302	2,345	1,185	2,065	1,605	153
India							202		
France	285	4,262	138	2,543	1	43	1,305	3,404	434
Greece	6	4		1,170			1,052	1	964
Great Britain	29,751	833,736	6,153	1,943	30	6,302	1,639	34,510	6,607
Germany	181,877	109,435	389	8,857	128	918	9,690	3,936	30,226
Italy	1	882		2,843				24	33
Java	8	14,796			1		30,980		1
Norway	133	1,126							
Portugal	1	79		2		1			
Russia	7	197			21,563		177	58	7,969
Spain	7	4,684		8			2		
Turkey				1,177			417		149
Sweden	2,199	29,095				4		469	
Countries on the Danube	22	43			14		5		10,351
South America	1						399		47,504
Austria	3	660							5
Africa	2	158							319
Japan		335							
Egypt							11		
Malta			378						

The value of imports into the Netherlands from the United States was, according to information obtained through the Bradstreet Company, as follows:

Articles.	1898.	1899.	Articles.	1898.	1899.
Acetics	$10,357	$19,431	Bags	$20,065	$18,460
Agricultural implements:			Bark extract	6,317	5,085
Reapers, etc	99,987	88,536	Bicycles	251,918	167,609
Plows, etc	768	12,954	Books, maps, etc	6,007	11,920
Other	99,489	229,992	Brass and manufactures thereof	58,611	10,704
Aluminum and manfactures thereof	282,915	183,189	Canvas, manufactures of	1,235	3,150

Articles.	1898.	1899.
Cereals:		
Barley	$124,158	$48,413
Bran and other mill products	22,886	28,688
Buckwheat	818,651	587,283
Corn	7,141,473	7,834,550
Corn meal	62,465	58,009
Oats	2,059,177	1,313,884
Oatmeal	252,567	232,510
Rye	1,723,501	771,369
Wheat	6,838,952	13,906,414
Wheat flour	3,973,139	5,340,900
Other cereal products	141,355	185,007
Chemicals, drugs, etc	18,583	21,770
Copper bars, etc	8,081,661	8,915,950
Copper sulphate	13,981	16,364
Cotton	1,292,788	1,401,040
Cotton waste	5,813	14,318
Cotton cloth, undyed	19,748	17,826
Cotton-seed cakes	752,621	927,485
Fats and soap material	29,412	65,054
Feathers	21,244	19,068
Fertilizers	440,345	851,057
Flax and linseed cakes	1,000,914	1,461,908
Fruits:		
Dried apples	280,765	298,238
Fresh apples	1,645	210
Prunes	95,177	15,493
Raisins	2,954	5,005
Preserved fruits	8,156	9,939
Nuts	16,840	3,600
Other fruits	209,801	214,795
Furniture	28,867	41,034
Glass and glassware	7,659	8,301
Glue	4,896	3,945
Hides and skins	29,360	45,419
Honey	6,128	4,624
Instruments:		
Scientific	16,188	52,054
Musical:		
Organs, harmoniums	45,322	60,857
Pianos	592	250
Other	8,079	6,563
Iron, steel, and manufactures thereof:		
Pig iron	17,764	189,998
Other iron	184,804	257,159
Iron bars	81,359	96,587
Iron plates	26,991	60
Steel	181,083	156,577
Wire	9,967	17,624
Wheels	8,585	8,552
Locks	64,992	89,173
Tubes	120,726	430,928
Stoves	17,416	27,987
Tools	29,182	81,593
Other manufactures	42,628	87,411
Lamps	1,178	1,694
Leather, and manufactures thereof:		
Kid glacé	8,738	7,949
Patent	18,435	6,518
Split, buff, grain	402,146	372,002
Sole	10,316	7,748
Other kinds	7,118	8,223
Boots and shoes	6,766	12,206
Saddlery	2,999	469
Leather, other manufactures of	8,382	10,191
Machinery:		
Electrical and parts	1,710	19,447
For metal working	74,717	140,325
Shoemaking	137,308	64,844
Pumps	36,750	72,569
Sewing machines	101,124	90,290
Steam engines	4,100	8,613
Typewriters	17,046	53,387
Scales	2,920	8,772
Various	135,677	141,278
Malt	$4,584	$1,104
Meat and meat products:		
In cans	178,273	101,384
Fresh	97,437	....
Preserved	19,177	74,484
Tallow	128,694	361,822
Bacon	1,397,164	678,956
Ham	230,712	391,631
Pork, fresh	12,224	34,402
Pork, salted	549,998	568,023
Lard	3,668,680	4,535,369
Lard, composition	174,348	127,591
Sausage casings	589,613	512,122
Oleo oil	4,878,184	5,514,523
Margarin	129	....
Other meat products	272,281	554,047
Nickel oxide	215,415	122,563
Oilcloth	9,647	7,827
Oil:		
Animal	6,474	6,573
Mineral, crude	79,440	96,832
For burning purposes	5,401,151	6,732,200
For greasing	448,691	458,909
Corn oil	3,635	860
Cotton-seed oil	1,494,669	2,007,363
Peppermint oil	1,610	675
Various	164,901	138,416
Paints and dyestuffs	18,209	18,095
Paper	14,942	20,151
Paraffin and wax	129,183	146,097
Patent medicines	2,888	3,231
Pictures and statues	9,635	1,270
Polish:		
Stove	11,584	9,580
Other	18,343	14,518
Resin	431,477	316,766
Roots and herbs	6,298	16,582
Rubber ware	41,124	22,823
Sails	1,600	2,985
Salmon in cans	2,199	250
Seeds:		
Clover seed	82,331	27,388
Cotton seed	14,374	6,720
Flax and linseed	42,050	1,171,219
Timothy	1,501	3,483
Various	8,414	11,979
Sirup	27,294	64,855
Sponges	4,786	3,518
Starch	6,496	281,508
Stone, manufactures of	207,914	9,524
Tin-plate ware	13,820	1,778
Tobacco:		
Leaf	1,047,117	512,306
Stems	56,059	74,179
Cigarettes	11,002	113,081
Plug	57,228	87,923
Other	10,285	8,708
Turpentine	5,802	1,100
Turpentine spirits	577,644	616,511
Varnish	36,857	27,462
Vehicles	3,599	6,978
Watches	1,098	1,646
Whalebone	2,900	....
Wine	3,769	4,527
Wood:		
Sawed	176,058	355,760
Chopped	12,411	67,307
Logs	437,571	558,954
Planks, deals, floorings, etc	962,297	1,355,199
Staves	378,205	490,821
Other lumber	270,490	137,357
Manufactures of	110,716	97,271
Writing material (except paper)	2,200	4,977
Zinc:		
Crude	311,830	500,966
Bars and plates	58,637	....
Total	63,417,547	78,727,644

The value of exports from the Netherlands to the United States was:

Articles.	1898.	1899.
Antimony	$1,932	$5,147
Articles for religious purposes	8,080	1,481
Articles of art	41,987	18,132
Articles of horn and bone	1,476	5,130
Books, music, and maps	20,651	23,908
Bronze and metal manufactures	27,139	27,674
Cement	20,684	20,730
Cheese	96,985	120,864
Chemicals and drugs	78,775	115,874
Chicory, raw and prepared	1,359	772
Chocolate	15,114	43,299
Coal-tar paint	18,718	8,568
Cocoa:		
Raw, leaves, etc	118,898	99,556
Manufactured	257,917	217,244
Coffee	861,095	404,961
Coffee substitute	1,526	1,594
Copper, bars	18,559	1,715
Cotton products	2,074	2,236
Diamonds	3,217,628	5,817,158
Earthenware	22,904	24,539
Emery stone	1,330	606
Essences	9,702	18,709
Fish:		
Anchovies; sardines in oil	7,863	10,866
Herring	462,348	558,898
Mackerel	10,733	27,717
Various	1,015	3,482
Flax	94,570	160,126
Furniture	3,983	4,848
Furs	260	3,698
Glass and glassware	26,615	9,521
Glycerin	6,075	3,338
Gold and silver ware	18,221	12,689
Hair, raw	3,376	9,062
Hides and skins	322,566	759,383
Indigo	87,199	69,680
Ironware	233	4,818
Leather	14,483	115
Machinery	$2,113	$12,396
Moss and sea plants	4,580	380
Paints	5,767	2,083
Paper:		
Raw material	45,239	44,862
Manufactured	12,839	16,919
Phosphates	3,554	....
Plant oil	283,438	358,002
Plants	299,149	286,797
Precious stones	164,630	4,678
Rags	32,297	26,120
Resin	6,165	1,214
Rice	195,594	96,354
Rubber:		
Crude	35,539	117,479
Manufactured	187	534
Old and waste	1,953	93
Seeds	116,928	92,682
Smokers' articles	1,181	2,385
Spices:		
Nutmegs	53,194	91,782
Pepper	81,223	20,229
Various	86,414	59,819
Spirits	156,807	83,149
Straw, manufactures of	10,853	18,550
Sugar	957,908	176,014
Textile fabrics	1,597	3,316
Tin in bars	532,924	400,609
Tobacco:		
Leaf	3,633,258	3,780,674
Other	1,916	10,701
Toys	13,501	1,459
Vegetables:		
Fresh	1,131	2,030
Preserved	15,900	12,218
Watches, and parts	1,444	1,658
Wine	26,705	28,853
Wirework	1,301	187
Wooden ware	9,200	10,909
Woolen manufactures	1,194	4,356
Total	12,525,065	14,457,620

Declared value of exports to the United States from the consular district of Rotterdam for the fiscal years 1894 to 1900.

Articles.	1894.	1895.	1896.	1897.
Bulbs and plants	$283,648.18	$268,416.28	$298,583.77	$314,072.28
Cheese	60,210.62	58,416.74	64,753.79	62,123.48
Coffee	251,633.98	459,258.33	194,809.09	139,970.18
Earthenware	17,453.09	16,058.85	18,990.16	13,025.91
Flax and tow	24,693.80	66,281.26	57,642.10	71,073.10
Gin and liquors	123,471.42	95,516.12	107,535.74	118,671.08
Glycerin	9,496.78	25,619.53	57,338.14	27,047.41
Herring, mackerel, etc	491,415.61	525,914.27	641,543.26	508,772.95
Indigo	6,758.22	11,719.62	5,796.24	13,943.53
Madder	11,560.01	9,065.59	10,843.24	10,227.85
Mineral waters	20,390.10	23,454.69	21,887.02	27,843.68
Oil	6,535.39	103,021.69	5,193.81	3,747.81
Peat moss	17,906.89	30,278.23	35,836.94	54,034.87
Rags, paper stock	42,832.34	95,670.28	63,169.08	68,416.71
Rubber	6,096.79	68,477.30	132,754.27	74,107.10
Silverware	17,632.71	25,247.55	33,308.09	28,739.26
Skins and hides	8,837.50	15,999.88	14,407.11	10,234.72
Spices	52,455.96	52,198.75	37,783.06	19,315.92
Sugar	52,709.62	34,933.00	107,106.18	195,005.57
Tin	7,836.09	25,516.78	30,863.75	185,624.13
Tobacco	211,250.45	83,956.98	223,035.95	389,002.98
Miscellaneous	203,207.22	171,598.72	180,705.21	183,430.04
Total	1,928,027.77	2,266,619.99	2,332,885.80	2,467,429.96

Declared value of exports to the United States from the consular district of Rotterdam for the fiscal years 1894 to 1900—Continued.

Articles.	1898.	1899.	1900.
Bulbs and plants	$268,405.21	$302,854.97	$366,852.42
Cheese	54,102.82	185,187.04	61,145.96
Coffee	128,979.42	65,519.85	56,658.80
Earthenware	11,838.76	18,182.19	18,771.20
Flax and tow	46,145.91	79,486.65	98,827.87
Gin and liquors	88,227.54	51,788.67	72,287.51
Glycerin	42,887.46	11,114.76	104,256.60
Herring, mackerel, etc	490,525.44	422,172.37	752,892.22
Indigo	61,256.97	46,786.87	17,309.12
Madder	10,486.21	8,187.06	5,983.52
Mineral waters	1,686.00	6,174.82	4,214.09
Oil	3,756.57	6,709.89	8,058.60
Paper	....	....	24,368.06
Peat moss	31,870.77	44,845.52	86,885.50
Rags, paper stock	56,333.48	50,344.46	73,590.50
Rattans	....	....	82,944.01
Rubber	84,893.88	118,098.75	109,683.98
Seeds	....	....	85,196.49
Silverware	24,490.27	31,255.98	35,486.78
Skins and hides	120,175.27	485,017.63	438,902.68
Spices	11,684.52	8,419.76	21,897.97
Sugar	18,812.48	....	....
Tin	190,830.18	248,758.56	721,916.52
Tobacco	171,136.99	91,808.59	144,421.18
Miscellaneous	154,121.49	217,492.85	218,801.80
Total	1,966,647.64	2,484,445.72	3,442,817.98

NEW WATERWAY.

In order to maintain the new waterway from Rotterdam to the sea at its proper depth and width, 1,086,723 cubic meters of sand were taken out by steam sand suckers during the year 1899. There were 13,678 steamers and 786 sailing vessels (together, 14,446 vessels) that entered and cleared by the new waterway. These vessels had an aggregate tonnage of 12,705,195 register tons. In 1898, the number of vessels was 12,784 steamers and 806 sailing vessels—together, 13,590 vessels, measuring 11,726,809 register tons, besides 4,137 fishing smacks, entered and cleared.

The following table shows the traffic on the new waterway:

	1897.		1898.		1899.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
INWARD.						
Steamers	6,123	5,292,869	6,380	5,665,551	6,843	6,099,875
Sailing vessels	403	193,032	409	195,367	397	218,412
Total	6,526	5,485,901	6,789	5,860,918	7,240	6,318,287
OUTWARD.						
Steamers	6,128	5,291,895	6,404	5,678,028	6,835	6,175,536
Sailing vessels	392	194,150	397	192,863	371	211,372
Total	6,520	5,486,045	6,801	5,865,891	7,206	6,386,908

In 1899, 451 ships more than in 1898 and 714 more than in 1897 entered the waterway. Not only the number of ships, but also the tonnage, increased.

SHIPPING.

Statement of vessels entered and cleared from the principal Dutch ports in 1898 and 1899.

Harbors.	Inward.						Outward.					
	1898.			1899.			1898.			1899.		
	Steamers.	Sailing vessels.	Total.	Steamers.	Sailing vessels.	Total.	Steamers.	Sailing vessels.	Total.	Steamers.	Sailing vessels.	Total.
Brouwershaven	4	4	8	3	7	10	4	1	5	3	.....	3
Goeree Estuary	155	73	228	101	53	154	146	54	200	95	32	127
New Waterway	6,385	376	6,761	6,900	325	7,225	6,300	383	6,683	6,904	324	7,228
Ijmuiden	1,948	115	2,063	2,125	70	2,195	1,932	113	2,045	2,093	85	2,178
Nieuwediep	61	8	69	55	4	59	52	2	54	59	1	60
Vlie	306	67	373	319	86	405	304	80	384	323	86	409
Zierikzee	1	50	51	3	48	51	....	52	52	3	42	45
Flushing	824	21	845	837	18	855	823	24	847	836	20	856

Number of ships entered the new waterway, and their draft.

Draft.	1899.	1898.	Draft.	1899.	1898.
22 feet	6,375	5,932	26 to 27 feet	5	3
22 to 23 feet	305	246	More than 27 feet.	....	1
23 to 24 feet	138	131			
24 to 25 feet	45	41	Total	6,890	6,373
25 to 26 feet	22	19			

NAVIGATION AT ROTTERDAM.

Six thousand nine hundred and one ships (foreign tugboats and fishing smacks not included), with an aggregate tonnage of 9,734,745 net tons, entered Rotterdam by sea from foreign countries during 1899.

The number of entrances at Rotterdam and in the Netherlands since 1850 have been:

Year.	At Rotterdam.		In the whole Kingdom.		Percentage share of Rotterdam in the whole.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
		Tons.		*Tons.*		
1850	1,940	346,180	6,961	967,710	27.9	35.77
1855	2,247	452,295	8,257	1,218,398	27.21	37.12
1860	2,449	592,978	8,714	1,458,894	28.1	40.64
1865	2,459	751,036	8,550	1,660,752	28.76	45.25
1870	2,973	1,026,348	8,351	2,037,491	35.60	50.37
1871	3,564	1,211,017	10,047	2,469,779	35.47	49
1875	3,390	1,411,828	7,921	2,624,520	42.3	53.8
1880	3,456	1,681,650	8,164	3,438,063	42.33	48.91
1881	3,673	1,742,414	8,402	3,561,801	42.52	48.92
1882	3,859	2,003,707	8,776	4,009,619	43.07	49.98
1883	3,634	1,940,026	8,307	3,953,009	43.78	49.07
1884	3,768	2,142,617	8,431	4,183,597	44.85	51.21
1885	3,724	2,120,347	8,021	4,137,064	46.55	51.01
1886	3,763	2,202,750	7,695	4,108,554	49.51	53.61
1887	4,153	2,488,284	8,642	4,601,413	48.29	54.07
1888	4,528	2,721,470	9,076	4,902,000	50.32	55.51
1889	4,547	2,790,077	9,182	5,221,043	49.54	53.44
1890	4,535	2,918,425	9,475	5,446,158	48.24	53.58
1891	4,467	3,008,799	9,365	5,719,280	44.77	52.60
1892	4,423	3,120,698	9,367	5,934,407	47.26	52.58
1893	4,631	3,566,170	9,178	6,255,910	50.50	57
1894	5,109	4,143,403	9,753	2,913,240	52.40	59.93
1895	5,199	4,177,478	9,600	6,743,127	54.15	61.67
1896	5,904	4,951,560	11,035	7,890,694	53.67	62.75
1897	6,212	5,409,417	11,235	8,513,620	55.37	63.53
1898	6,373	5,751,393	11,067	8,694,297	57.93	66.15
1899	6,890	6,323,072	11,803	9,450,386	58.38	66.90

The number of clearances has not been published. The following table compares the arrivals at Rotterdam with those at other European ports:

Port.	1899.		1898.	
	Number.	Tonnage.	Number.	Tonnage.
London	26,226	15,388,228	26,983	15,287,425
Liverpool	20,197	9,468,115	20,242	9,393,700
Cardiff	15,389	9,589,069	12,136	6,378,189
Glasgow	10,876	3,550,146	11,091	3,710,206
Hull	6,246	3,115,748	6,215	3,097,324
Dunkirk	2,717	1,643,622	2,823	1,709,467
Havre	2,251	2,139,570	2,357	2,292,041
Hamburg	13,312	7,768,000	12,523	7,354,000
Bremen	4,128	2,406,748	4,642	2,464,800
Marseilles	8,919	6,306,964	8,391	6,005,330
Antwerp	5,420	6,842,163	5,198	6,415,501
Amsterdam	2,028	1,812,500	1,868	1,557,365
Rotterdam	6,890	6,323,072	6,373	5,751,393

The following table shows the percentage of the tonnage entered from the several countries:

Country.	1895.	1896.	1897.	1898.	1899.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent.*
Great Britain and Ireland	33.91	31.03	29.82	28.84	36
Spain	9.66	10.88	10.10	10.70	13.52
Russia	18.41	16.72	16.07	12.71	11.71
United States	10.77	13.13	15.78	19.48	23.90
Prussia	2.77	2.94	2.90	3.18	3.88
France	2.26	1.93	1.76	1.87	1.83
Hanseatic towns	2.05	2.07	2.20	2.28	2.95
Dutch colonies	1.16	1.17	.96	.88	1.13
Divers places	18.91	20.13	20.41	20.06	5.08
	100	100	100	100	100

The increase of ocean traffic in 1899 over 1898 at Hamburg, Antwerp, and Rotterdam has been:

Port.	Number of ships.	Per cent.	Tonnage.	Per cent.
Hamburg	789	5.7	413,000	5.6
Antwerp	222	4.2	426,662	6.6
Rotterdam	517	8.1	571,679	9.9

To show the importance of Rotterdam in comparison with the competing ports Hamburg and Antwerp, the following table of entrances for the last ten years is given:

Year.	Hamburg.		Antwerp.		Rotterdam.	
	Number of ships.	Tonnage.	Number of ships.	Tonnage.	Number of ships.	Tonnage.
1890	8,576	5,202,825	4,532	4,517,698	4,535	2,918,425
1891	8,673	5,762,369	4,461	4,693,238	4,467	3,008,779
1892	8,569	5,638,433	4,821	4,500,091	4,423	3,120,698
1893	8,792	5,886,378	4,418	4,692,211	4,631	3,566,170
1894	9,165	6,228,821	4,640	5,008,983	5,109	4,413,403
1895	9,443	6,255,718	4,653	5,363,569	5,199	4,177,478
1896	10,477	6,445,000	4,951	5,820,669	5,904	4,951,560
1897	11,173	6,708,000	5,106	6,215,550	6,212	5,409,417
1898	12,523	7,355,000	5,198	6,415,501	6,373	5,751,393
1899	13,312	7,768,000	5,420	6,842,163	6,890	6,323,072

The average tonnage per ship entered in the three ports was:

Year.	Hamburg.	Antwerp.	Rotterdam.	Year.	Hamburg.	Antwerp.	Rotterdam.
	Tons.	*Tons.*	*Tons.*		*Tons.*	*Tons.*	*Tons.*
1890	606	996	643	1895	662	1,152	803
1891	664	1,052	665	1896	615	1,182	838
1892	658	1,041	705	1897	600	1,217	870
1893	669	1,062	757	1898	587	1,234	902
1894	679	1,079	797	1899	583	1,262	917

From the above figures, it appears that the average tonnage at Antwerp is much larger than at Rotterdam; this is claimed to be on account of the great number of vessels touching Antwerp to complete cargo.

The quantity of merchandise imported, in tons of 1,000 kilograms (2,205 lbs.), was:

Year.	Rotterdam.	Antwerp.	Year.	Rotterdam.	Antwerp.
	Tons.	*Tons.*		*Tons.*	*Tons.*
1890	4,227,149	4,181,928	1895	6,102,419	5,100,139
1891	4,393,955	4,536,950	1896	7,519,066	5,822,736
1892	4,278,849	4,042,237	1897	8,484,789	5,961,534
1893	4,986,896	4,302,142	1898	9,008,114	6,337,454
1894	5,686,820	4,742,696	1899	9,980,296	[1]7,000,000

[1] About.

Five hundred and ninety-nine ships, with a tonnage of 1,916,588 registered tons, entered Rotterdam from the United States in 1899, against 580 ships, with a tonnage of 1,795,558, in 1898, and 437 ships, with a tonnage of 1,331,005, in 1897. Three hundred and thirty-five ships cleared from Rotterdam to the United States; among this number were 51 steamers carrying both passengers and freight, these composing the fleet of the Holland-America Line, a Dutch steamship company with headquarters at Rotterdam, consisting of the following steamers: Twin-screw steamer *Potsdam*, 12,500 tons; twin-screw steamer *Statendam*, 10,320 tons; twin-screw steamer *Rotterdam*, 8,302 tons, and the screw steamers *Maasdam*, *Spaarndam*, and *Amsterdam*, with a tonnage of from 4,000 to 6,000 tons.

Since the beginning of 1900, Rotterdam is the only starting point for direct passenger steamers for the United States in the Netherlands.

The Holland-America Line in 1899 carried the following number of passengers:

From—	To—	Number of passengers.		To—	From—	Number of passengers.	
		Saloon.	Steerage.			Saloon.	Steerage.
Rotterdam	New York	2,861	13,967	Rotterdam	New York	2,719	3,492
Amsterdam	do	120	788	Amsterdam	do	180	....
Boulogne-sur-mer	do	1,027	3,253	Boulogne-sur-mer	do	1,316	327
Total		4,008	18,008	Total		4,215	3,819

FREIGHT RATES.

Owners of steamers and sailing vessels considered 1899 a favorable year. The large increase in the world's tonnage did not lower the freight rates to any extent, a sign of the steady growth in traffic.

High coal prices tended to increase the running expenses of steamers, which caused the margin of profit on freights to be smaller than in former years. These greater running expenses led many shipowners to lease their vessels on time charter, for which, owing to the great demand, better rates were paid than for many years. It is estimated that in the Netherlands, from $2 to $2.25 per register ton was paid on an average for common freight steamers.

Freights to the Plata River were very profitable during the year, also to the Gulf of Mexico in July and August. To the Black Sea, Danube, and Mediterranean, freights were not as good as they might have been, but those to the Baltic were satisfactory in every respect. To East Asia and India, they were sufficient. From Java, there was so much demand for ship room that Dutch ships could not carry all the freight, and German vessels had to take a share of it.

New York freights were, as far as the Netherlands is concerned, not as remunerative in 1899 as in 1898.

The following table gives the highest and lowest figures for homeward and outward freight on some of the more important commodities in 1898 and 1899:

From—	Articles.	Per—	1898.		1899.	
			Highest.	Lowest.	Highest.	Lowest.
Baltic	Lumber	Stand (165 cubic feet)	$6.20	$5.20	$7.20	$4.40
Do	Grain	320 pounds	.39	.24	.37	.21
Danube	do	Unit	4.25	2.31	3.48	1.92
Odessa	do	do	3.65	1.94	3.36	1.80
Nicolajeff	do	do	3.28	2.19	....	....
Azof	do	do	4.25	2.19	3.54	2.16
North America	do	Quarter	1.27	.51	.96	.54
New Orleans	do	Ton	5.46	3.34	4.56	2.88
Pensacola	Lumber	Stand	32.80	26.73	28.80	24.90
Plata River	Grain	Ton	6.68	2.92	7.44	4.56
Kurrachee	do	Scale (70 kilos or 154 pounds).	3.38	4.01	5.28	3.90
Bilbao	Ore	Ton	1.82	1.40	1.80	1.47
Bona	do	do	....	....	2.28	1.74
Oxclosund	do	do	1.21	1.15	1.40	1.08
Lulea	do	do	1.58	1.42	1.50	1.26
Java	do	Scale (one-thirtieth of a last).	9.11	6.68	8.40	6.60
Java per liners	Coffee	Last (85.184 bushels)	22.00	18.00	24.00	22.00
Do	Tobacco	do	21.00	19.00	22.00	17.00
Do	Tin	do	5.00	....	8.00	....

STEAMSHIP LINES.

There are about seventy regular ocean steamship lines at Rotterdam. They are enumerated in Commercial Relations, 1899, Volume II, page 564. Port charges, quay dues, and pilotage rates are also given.

RIVER TRAFFIC.

Hundreds of lines send steamers and barges to the interior of Europe and the Netherlands.

It is estimated that 110,855 river ships and boats, with an aggregate capacity of 14,621,011 cubic meters, entered Rotterdam from the interior, Germany, and Belgium during 1899.

RHINE FREIGHTS AND TRAFFIC.

Average Rhine freight charges in 1899 were, for cargoes of 600 to 700 tons, towage included:

Article.	Per 1,000 kilos (2,200 pounds).			
	First quarter.	Second quarter.	Third quarter.	Fourth quarter.
For ore and other crude material from Rotterdam to Ruhrort, Duisburg, and Hochfield	$0.28 to $0.30	$0.30 to $0.31	$0.36 to $0.40	$0.56 to $0.60
For ore to the middle Rhine (Cologne, Porz, Neuwied, Mulhofen)	.44	.46	.62	.98
For ore (copper ore, phosphates, etc.) to the upper Rhine and towns on the Main	.70	.72	1.08	1.34

Freight charges for grains were, by cargoes of 400 tons, including towage:

Destination.	Per 1,000 kilos (2,200 pounds).			
	First quarter.	Second quarter.	Third quarter.	Fourth quarter.
To the lower Rhine	$0.36	$0.36	$0.42	$0.66
To the middle Rhine	.48	.54	.68	1.04
To the upper Rhine	.72	.72	1.16	1.44

Rhine freight charges per 2,000 kilograms (about 4,400 pounds) for ore, excluding charges, for towage were:

Destination.	1895.		1896.		1897.		1898.		1899.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
To the "Ruhr:"										
First quarter	$0.84	$0.20	$0.90	$0.20	$0.50	$0.20	$0.50	$0.20	$0.36	$0.20
Second quarter	.54	.30	.50	.24	.48	.22	.44	.22	.40	.28
Third quarter	.92	.22	.58	.28	.88	.88	1.00	.28	.80	.28
Fourth quarter	.88	.46	.90	.44	1.04	.80	1.10	.36	.96	.48
To the middle Rhine:										
First quarter	.84	.48	.84	.84	.40	.28	.60	.32	.50	.28
Second quarter	.50	.36	.54	.38	.44	.28	.48	.32	.56	.38
Third quarter	1.04	.40	.60	.40	.84	.38	1.60	.40	1.00	.60
Fourth quarter	1.24	.84	1.04	.52	......	......	1.80	.60	1.12	.72

The following statement shows the amount of dutiable merchandise arrived by Rhine boats from Germany at the principal Dutch Rhine stations:

Port.	1899.	1898.	Port.	1899.	1898.
	Tons.	*Tons.*		*Tons.*	*Tons.*
Rotterdam	558,528.3	703,330.2	Tiel	16,805.2	16,898.5
Amsterdam	165,106	168,725.2	Arnhem	17,274.9	19,007.2
Dordrecht	62,745.9	62,204.1	Gorinchem	25,977	26,809
Nymegen	128,602	143,983.1			

The following merchandise was shipped to Germany from the principal Dutch Rhine stations:

Port.	1899.	1898.	Port.	1899.	1898.
	Tons.	*Tons.*		*Tons.*	*Tons.*
Rotterdam	6,308,636.1	5,746,044.8	Dordrecht	76,448.9	129,693.4
Amsterdam	339,703.2	295,367.2	Arnhem	256.7	311.2

Total Rhine traffic at principal stations.

Port.	1899.	1898.	Port.	1899.	1898.
	Tons.	*Tons.*		*Tons.*	*Tons.*
Rotterdam	6,867,164.4	6,449,375	Arnhem	17,581.6	19,318.4
Amsterdam	504,809.2	464,093	Gorinchem	25,077	26,809
Dordrecht	139,194.2	191,897.5			
Nymegen	128,602	143,983.1	Total	7,700,084.2	7,812,367.5
Tiel	16,805.2	16,891.5			

The share of Rotterdam in the Rhine traffic of the Netherlands with Germany was:

	Per cent.		Per cent.
1890	84	1895	89
1891	84	1896	89
1892	84	1897	89
1893	86	1898	89
1894	89	1899	89.5

Besides the traffic at the principal Rhine stations of the Netherlands, the following was received at and shipped from different points:

	1898.	1899.
	Tons.	*Tons.*
Received	1,826,535.8	1,769,580.7
Shipped	50,279.9	73,996
Total	1,876,815.7	1,843,576.7

Making the total Rhine traffic for the Netherlands:

	Tons.
1899	9,543,660.9
1898	9,189,190.2
Increase	454,470.7

The Rhine traffic between Germany and Belgium was:

	Tons.
1899	2,657,764.7
1898	2,469,306.4
Increase	188,458.3

Rhine traffic of Amsterdam, Rotterdam, and Belgium.

	Rotterdam.	Amsterdam.	Belgium.		Rotterdam.	Amsterdam.	Belgium.
	Tons.	*Tons.*	*Tons.*		*Tons.*	*Tons.*	*Tons.*
1890	2,582,791	170,365	1,165,456	1895	3,989,827	242,315	1,571,765
1891	2,598,924	187,557	1,289,678	1896	5,279,513	308,760	1,940,728
1892	2,661,495	211,740	1,447,016	1897	5,914,008	338,498	1,983,566
1893	3,290,048	199,686	1,310,033	1898	6,449,375	464,093	2,469,306
1894	4,130,074	237,109	1,430,759	1899	6,867,164	504,809	2,657,764

At Lobith, the Dutch frontier station on the Rhine, there passed to and from Germany:

Year.	Number of ships.	Under the Dutch flag.	Year.	Number of ships.	Under the Dutch flag.
1890	38,529	30,448	1895	40,668	31,284
1891	38,483	30,160	1896	48,072	36,025
1892	38,174	30,251	1897	51,424	37,749
1893	41,427	33,280	1898	58,546	42,456
1894	44,439	35,472	1899	57,289	40,634

The total Rhine traffic, including traffic between German Rhine stations and Belgian points and Germany and Dutch Rhine stations, and points along the Rhine in Germany, amounted (in thousand tons) to:

1889	18,160	1894	24,629
1890	19,534	1895	23,434
1891	19,695	1896	30,251
1892	20,793	1897	31,579
1893	21,337	1898	35,063

Railroad freight traffic at Rotterdam.

[In tons of 1,000 kilograms, or 2,205 pounds.]

	1895.	1896.	1897.	1898.	1899.
Goods shipped:					
State railway	607,461	503,750	650,659	646,368	644,273
Holland Railway Company	191,649	150,974	168,254	177,529	204,229
Total	799,110	654,724	818,913	823,897	848,502
Goods arrived:					
State railway	528,417	619,932	615,247	859,915	813,607
Holland Railway Company	175,012	159,979	148,076	289,694	201,246
Total	703,429	779,911	763,323	1,149,609	1,014,853
Total freight movement	1,502,539	1,434,635	1,577,236	1,973,506	1,863,355

EMIGRATION.

Emigrants.	1895.	1896.	1897.	1898.	1899.
Dutch, starting from Rotterdam:					
Men	584	583	323	395	619
Women	329	375	162	191	303
Children	243	293	126	160	305
Total	1,156	1,251	611	746	1,227
Foreign, starting from or passing through Rotterdam:					
Men	6,959	5,525	2,665	5,596	8,063
Women	3,730	2,786	2,279	4,018	6,107
Children	2,298	1,501	1,450	2,199	3,565
Total	12,987	9,812	6,394	11,813	17,735
Grand total	14,143	11,063	7,005	12,559	18,962

Their destination was:

To—	1895.	1896.	1897.	1898.	1899.
The United States, per direct steamer from Rotterdam	9,931	9,628	5,972	10,177	13,985
Via Liverpool	1,928	364	549	1,235	2,472
Via Antwerp	163	255	122	71	162
Via London	488	380	249	519	1,617
Via Glasgow	1,570	358	113	555	726
Cape of Good Hope	68	27	....	2	....
Chile	....	51	....	....	....
Total	14,148	11,063	7,005	12,559	18,962

PORT IMPROVEMENTS.

The new harbor, Maashaven, mentioned in my last annual report, which, when finished, will be 1⅛ miles long and 1,050 feet wide, has not yet been completed, as the city authorities have not succeeded in obtaining all the land to be excavated, but part of it has, during the year, been regularly used by ocean-going steamers.

Another new harbor, the Schiehaven, is being excavated on the right bank of the river Maas, in the west end of the city. This harbor will, when ready, have a length of 610 meters, or about 2,001 feet, a width of 120 meters, or about 934 feet, and a depth of 8 meters, or 26 feet 3 inches. This harbor at the end of 1899 was already so far completed that 40 large Rhine barges could find room in it.

Besides the harbors in construction, Rotterdam in 1899 excavated harbors covering a surface of more than 305 acres, while the river Maas, 1,200 feet wide, which runs through the city, forms also a vast natural harbor and affords safe anchorage for vessels along the quays on each side and midstream.

The port at the end of the year had 19 miles of quays, and will have more than 25 miles when the quays in construction are completed.

The city of Rotterdam in 1899 constructed two new sheds on the left bank of the river along the harbor Rynhaven, for storage of merchandise. These sheds are to be temporarily let to vessels desiring to unload cargo, and not to any concern permanently. These sheds have a length of 108 meters (354 feet 4 inches) and a width of 40 meters (131 feet 3 inches). The total surface covered by warehouses and sheds on the left bank of the river, where most of the ocean shipping takes place, was at the end of 1899 more than 1,400,000 square feet.

CRANES AND COAL TIPS.

The Rotterdam city council decided in 1899 to have eight new electric cranes constructed. When these are completed, the number of cranes belonging to the city will be 78, with a lifting capacity of from 1,500 to 66,000 pounds. Besides, as stated in former reports, the city owns a number of capstans and windlasses driven by steam, electricity, or water-power, with a capacity of from 1,100 to 4,400 pounds. The railroad companies have 12 cranes, and considerable hoisting machinery is owned by private parties.

The third hydraulic coal tip, mentioned in my last annual report, was at the end of 1899 still in course of construction. A new quay had to be built to place it, and this somewhat delayed the completion. The coal tips move 20 carloads or 200 tons of coal per hour, at a cost of $0.04 per ton.

In 1899, the coal tips moved 259,297 tons, of which 137,717 were coal and 121,580 coke. Two hundred and twenty-one ships were accommodated on the coal tips, and the two tips together worked 408 days and 287 nights.

The quantity of coal moved by the tips was as follows:

	Tons.		Tons.
1890	12,950	1895	109,809
1891	14,857	1896	213,660
1892	90,562	1897	120,110
1893	113,909	1898	346,847
1894	114,598	1899	259,297

MERCHANT MARINE.

The following table shows the number of ocean-going vessels belonging to Rotterdam and towns in the vicinity on January 1, 1900:

	Sailing vessels.		Steamers.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Alblasserdam	3	4,578	8	661	11	5,231
Dordrecht	65	4,553			65	4,553
Krimpen on the Leck	6	8,245			6	8,245
Rotterdam	10	7,009	82	129,030	92	136,039
Schiedam	2	193			2	193
Vlaardingen	1	256			1	256
Total	87	24,834	90	129,691	177	154,517

Number of vessels belonging at Rotterdam and vicinity during the last ten years.

January 1—	Sailing vessels.		Steamers.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1891	65	40,656	60	101,495	125	142,151
1892	63	40,045	69	125,956	132	166,001
1893	61	40,087	83	131,462	144	175,549
1894	54	35,555	85	141,321	139	176,876
1895	56	43,123	83	104,317	139	147,440
1896	48	40,073	83	108,670	131	148,743
1897	44	34,803	88	111,766	132	146,569
1898	37	27,810	86	111,301	123	139,111
1899	95	25,876	87	122,032	182	147,908
1900	87	24,826	90	129,691	177	154,517

I also give figures for Antwerp, Rotterdam's great competitor, for the last 10 years.

Vessels owned at Antwerp.

January 1—	Sailing vessels.	Steamers.	Total.	
			Ships.	Tons.
1891	6	42	48	74,675
1892	5	41	46	68,856
1893	2	42	44	68,391
1894	2	46	48	74,195
1895	1	48	49	79,083
1896	1	53	54	87,576
1897	1	52	53	85,977
1898	1	54	55	86,469
1899	1	60	61	92,871
1900	3	69	72	113,356

The Netherlands merchant fleet consisted, on December 31, 1899, of 624 ships, measuring 320,108 tons, and on December 31, 1898, of 605 ships, measuring 302,476 tons, an increase for 1899 of 19 ships and 17,632 tons.

Of the total number of ships on December 31, 1899, 192 were steamers, measuring 235,840 tons, while on December 31, 1898, 176 were steamers, measuring 213,742 tons. This shows an increase in 1899 of 16 steamers and 22,098 tons.

On December 31, 1899, the number of sailing vessels was 432, measuring 84,268 tons, while on December 31, 1898, there were 429 sailing vessels, measuring 88,724 tons, an increase in 1899 of 3 sailing vessels, with a decrease in tonnage of 4,456 tons.

Vessels condemned.

Year.	Steamers.		Sailing vessels.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1899	10	9,963	39	10,340	49	20,303
1898	17	21,816	58	16,505	75	38,321

Vessels registered for the first time.

Year.	Steamers.		Sailing vessels.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1899	26	32,747	42	5,767	68	38,514
1898	22	35,019	46	9,588	68	44,607

Vessels built on wharves in the Netherlands.

	1899.		1898.		Decrease.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Steamers	7	7,071	9	10,905	2	3,834
Sailing vessels	33	2,963	43	7,061	10	4,098
Total	40	10,034	52	17,966	12	7,932

Vessels built abroad for Dutch account.

	1899.		1898.		Increase.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Steamers	19	25,676	13	24,113	6	1,563
Sailing vessels	9	2,803	3	2,527	6	276
Total	28	28,479	16	26,640	12	1,839

Composition of the Dutch merchant marine.

Year.	Sailing vessels.		Steamers.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1890	500	125,193	118	128,143	618	253,336
1891	478	128,699	143	161,377	621	290,076
1892	447	121,391	150	169,142	597	290,533
1893	442	116,426	154	176,171	596	292,597
1894	424	108,679	157	181,385	581	291,064
1895	405	100,392	162	188,820	567	289,212
1896	440	95,560	172	196,938	612	293,498
1897	441	95,100	171	200,728	612	295,828
1898	429	88,183	176	213,742	605	301,925
1899	432	84,268	192	235,840	624	320,108

Steamers, already high in price in 1898, went up again in 1899, principally on account of the rise in cost of materials, ship plates, for instance, having gone up 20 per cent. It may be taken for granted that on an average, 15 per cent more was paid for steamers in 1899 than in 1898.

In the beginning of 1900, all the European shipbuilding wharves were busy, and prices for speedy delivery were raised considerably. At present, the average cost of a common freight steamer is about $50 per ton carrying capacity, against $28 to $36 three or four years ago.

Many old ships changed owners in 1899 and good prices were received for them, especially for steamers of about 2,000 tons carrying capacity, of which, of late years, few have been built.

POSTAL SERVICE.

From the interior of the Netherlands, there were received at Rotterdam 7,054,000 letters in 1899, against 6,181,917 in 1898 and 3,554,236 postal cards, against 3,938,620 in 1898. From abroad, 1,648,520 letters, against 1,603,666 in 1898 and 550,335 postal cards, against 478,394 in 1898.

There were also received, in 1899, 4,881,422 packages of newspapers, against 4,291,320 in 1898 and 2,786,000 packages of other printed matter, against 2,729,720 in 1898. One hundred and forty thousand eight hundred and twenty-four samples were received from the interior and 87,697 from abroad, against 125,167 and 87,420, respectively, in 1898.

The number of letters from abroad does not include letters received at railroad post-offices.

There were received from the interior 141,277 registered letters, representing a value of $4,849,381, and 92,524 from abroad, representing a value of $911,942.77. This does not include money orders received from railroad post-offices.

There were sent from the Rotterdam post-office 92,754 registered letters, representing a value of $679,236.15.

There were forwarded to the interior per parcels post 293,431 parcels and received from the interior, 180,391. To foreign countries, there were sent 41,515 parcels and received, 79,749 parcels.

Postal money orders to the number of 145,831, amounting to $1,553,995.94, were sent from the Rotterdam post-office and 228,281, amounting to $2,043,288.90, were paid at said office. Besides, postal checks to the amount of $6,615.20 were issued from and to the amount of $7,409.80 were paid at the Rotterdam post-office.

There were sent from Rotterdam to the Dutch East Indies, per Dutch steamers of Rotterdam (Lloyd), 20,091 letters, 1,092 postal cards, 97,943 packages of printed matter, 124 samples, and 1,601 registered letters, and by other channels, 117,433 letters, 15,723 postal cards, 170,039 packages of printed matter, 3,087 samples, and 7,420 registered letters. There were sent to the Dutch East Indies 63,526 parcels.

TELEGRAPH.

At the Government telegraph offices at Rotterdam, there were handled, in 1899, 2,886,362 telegrams, against 2,804,418 in 1898, 2,584,814 in 1897, 2,522,810 in 1896, 2,435,943 in 1895, and 2,315,772 in 1894.

TELEPHONES.

On July 1, 1899, telephone connections were inaugurated between Rotterdam, Amsterdam, Utrecht, Groningen, and Arnhem, in the Netherlands, and Magdeburg, Frankfort-on-the-Main, Offenbach, Crefeld, Viersen, Dilken, Suchtelen, Lobberich, Uerdingen, Geldern, Essen (Ruhr), Oberhausen, Weiden (Ruhr), Cleve, and Goch, in Germany.

For a conversation of three minutes or less from a point in the Netherlands with Magdeburg, the tariff is 1.95 florins ($0.78); with Frankfort-on-the Main or Offenbach, 1.70 florins ($0.68); with Crefeld, Viersen, Dulken, Suchtelen, Lobberich, Uerdingen, Geldern, Essen (Ruhr), Oberhausen, Weiden (Ruhr), Cleve, and Goch, 1.45 florins ($0.58); while between the frontier points, Arnhem, and Cleve, and Goch, the tariff is 0.60 florins ($0.24).

Conversation with points in Germany can be held from 7 a. m. to 9 p. m.

The number of people at Rotterdam connected by city telephone were, on December 31, 1896, 1,151; on December 31, 1897, 1,339; on December 31, 1898, 1,620; on December 31, 1899, 1,981.

The average number of daily connections in the city was 19,451 in 1899, against 16,606 in 1898; the average number of connections during the night was 320 in 1899, against 274 in 1898; on Sundays, 2,278, against 1,862 in 1898.

The number of conversations with the interior of the Netherlands was 164,579 in 1898 and 227,605 in 1899.

The number of international conversations was:

Year.	In Germany.	In Belgium.	Total.
1898	2,446	4,600	7,046
1899	6,466	6,042	12,508

COIN.

The following amount of new coin was delivered for circulation by the mint of the Netherlands:

For the Java Bank: 10-florin gold pieces	108,771
For the Netherlands:	
25-cent pieces	1,000,000
10-cent pieces	1,500,000
2½-cent pieces	1,600,000
1-cent pieces	5,000,000
One-half-cent pieces	2,000,000
For the Dutch Indies:	
One-quarter-florin pieces	3,000,000
One-tenth-florin pieces	2,500,000
2½-cent pieces	7,600,000
1-cent pieces	36,600,000

The amount of coin in circulation in the Netherlands was estimated as follows:

Coin.	December, 1897.	December, 1898.
	Florins.	*Florins.*
10-florin gold pieces	46,855,800.00	47,063,500.00
Silver standard coin	131,171,629.50	131,550,839.50
Other silver	8,487,364.60	8,700,977.80
Bronze coin	2,007,500.00	2,107,500.00
Total	188,522,294.10	189,422,817.30

Increase at the end of 1898, 900,523.20 florins.

FISHERIES.

The following figures, showing the value of the fish sold by auction at the Rotterdam fish market, indicate the importance of this trade:

1890	$95,066.84	1885	$118,558.84
1891	103,409.26	1896	131,836.78
1892	113,576.54	1897	124,388.36
1893	113,635.42	1898	134,585.72
1894	121,776.92	1899	129,981.42

The following table shows the number of salmon caught in the Maas River, near Rotterdam, and auctioned at the salmon market of Kralingsche Veer, a suburb of this city:

1889	56,144	1895	48,436
1890	34,555	1896	49,308
1891	46,232	1897	39,696
1892	66,165	1898	41,516
1893	75,276	1899	25,785
1894	57,321		

The last year has been poor for the salmon fisheries; in fact, the catch has been smaller than it has been for thirty years.

Domestic salmon is sold at Rotterdam at from $0.40 to $1.50 per pound.

The following figures show the herring catch of the Netherlands fleet:

	Barrels.		Barrels.
1889	407,022	1895	494,422
1890	425,765	1896	530,488
1891	375,537	1897	352,394
1892	591,277	1898	532,481
1893	585,335	1899	296,016
1894	585,466		

Exports of herring.

Year.	To Germany.	To Belgium.	To America.	To other countries.
	Tons.	*Tons.*	*Tons.*	*Tons.*
1889	262,480	20,380	19,673	8,207
1890	239,473	20,700	12,898	10,026
1891	177,373	21,910	10,574	8,520
1892	276,353	30,703	18,127	7,833
1893	290,793	25,100	10,600	11,178
1894	292,620	21,340	23,127	18,093
1895	249,133	26,333	46,107	18,947
1896	247,380	27,893	21,618	22,466
1897	208,686	32,060	26,660	4,966
1898	259,380	33,540	32,940	28,473

CATTLE TRADE.

Cattle were imported into and exported from the Netherlands in 1899 as follows:

	Imported.	Exported.
Steers, oxen, and cows	1,401	44,544
Calves	88	6,479
Hogs	90	6,041
Sheep	42,219	53,058
Lambs	460	21,280

Sales at the Rotterdam weekly cattle market.

Year.	Horses.	Cows, steers, and calves.	Sheep.	Hogs.	Goats.	Asses.
1890	1,625	105,679	38,539	34,322	67	18
1891	1,336	117,080	47,118	40,501	51	10
1892	1,718	121,068	43,359	35,951	55	16
1893	2,117	127,592	40,811	32,208	60	12
1894	3,334	119,521	43,782	33,096	51	33
1895	3,459	132,588	47,405	44,175	67	11
1896	3,698	142,709	53,076	43,010	66	13
1897	3,131	137,256	55,207	39,206	45	19
1898	1,837	151,616	58,194	42,157	60	14
1899	2,046	145,617	89,903	44,220	110	38

At the Rotterdam slaughterhouse, cattle were slaughtered for export as follows:

Year.	Hogs.	Calves.	Sheep.	Cows and steers.
1891	18,992	3,977	19,064	....
1892	15,451	8,696	77,605	77
1893	24,527	6,657	108,552	92
1894	30,250	5,998	88,603	165
1895	70,258	11,263	64,588	1,065
1896	28,733	12,153	123,650	273
1897	18,414	19,429	203,377	977
1898	23,903	32,060	179,988	562
1899	45,652	36,363	178,828	3,611

There were slaughtered for Rotterdam consumption:

Year.	Cows, steers, etc.	Calves.	Horses.	Hogs.	Sheep.	Goats.	Asses.
1891	14,088	8,134	1,532	20,867	3,498	675	....
1892	16,048	8,925	1,500	21,637	2,839	350	4
1893	17,598	8,888	1,541	20,116	3,028	347	2
1894	16,360	8,379	1,789	24,390	2,630	412	2
1895	16,313	7,743	1,672	30,200	2,407	559	5
1896	15,193	7,692	2,210	34,542	2,523	457	5
1897	19,466	8,468	2,181	31,480	2,761	643	3
1898	23,536	10,082	4,184	30,986	2,756	893	6
1899	25,920	10,862	4,662	37,721	2,239	964	4

DISCOUNT RATES.

The following fluctuations took place in 1899 in the rates of the Bank of the Netherlands:

Description.	January 1.	June 21.	July 4.	July 19.	October 4.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*	*Per cent,*
For bills	2½	3	3½	4½	5
For promissory notes	3	3½	4	5	5½
On home stocks	2½	3½	3½	4½	5
On foreign stocks	3	4	4	5	5½

RATES OF EXCHANGE.

The following were the highest and lowest rates of exchange on the five principal European countries during 1899:

Market.	Lowest.	Highest.
London:	*Florins.*	*Florins.*
Short	12.04½	12.14½
Three months	11.87½	12.04
Paris:		
Short	47.75	48.22½
Three months	47.25	47.75
Germany:		
Short	58.75	59.35
Three months	57.85	58.60
Vienna, three months	98	99.10
St. Petersburg, three months	1.25	1.25½

PATENT RIGHTS, ETC.

There are no patent rights in the Netherlands.

Information regarding trade-marks, commercial licenses, and passports, quarantine regulations and postal rates is contained in my report in Commercial Relations, 1896–1897, Vol. II, and a slight change in postal rates in the intercourse between the Netherlands and colonies is noted in my report in Commercial Relations, 1899, Vol. II.

CEREALS.

Prices fluctuated but little in 1899, as will appear from the following tables of highest and lowest quotations for the last ten years:

Year.	Rye, South Russian (per 2,100 kilos= about 4,630 pounds).		Barley, from Baltic ports (per 1,950 kilos =4,298 pounds).		Feed barley (per 1,950 kilos=4,298 pounds).		Wheat, Sealand (per 2,400 kilos= 5,291 pounds).	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
1890	$48.00	$66.00	$56.00	$68.00	$44.00	$56.00	$72.00	$96.00
1891	66.00	114.00	66.00	84.00	54.00	72.00	96.00	140.00
1892	54.00	102.00	54.00	94.00	40.00	64.00	74.00	128.00
1893	46.00	60.00	52.00	58.00	34.00	48.00	72.00	78.00
1894	34.00	50.00	42.00	46.00	28.00	40.00	50.00	82.00
1895	36.00	52.00	44.00	46.00	34.00	44.00	70.00	86.00
1896	36.00	52.00	46.00	52.00	34.00	46.00	74.00	92.00
1897	38.80	60.80	46.00	52.00	32.80	46.00	72.00	104.00
1898	45.60	80.00	48.00	60.00	38.00	60.00	76.80	140.00
1899	54.00	60.00	54.00	60.00	40.00	52.00	70.00	82.00

Cereals—Continued.

Year.	Wheat, American red winter.		Wheat, Black Sea.		Corn, American bunter (per 100 kilos =220 pounds).		Oats, Prime Russian (per 100 kilos=220 pounds).	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
1890	$90.00	$102.00	$78.00	$94.00	$2.00	$2.80	$2.80	$3.60
1891	102.00	118.00	80.00	116.00	2.80	4.00	2.60	4.60
1892	68.00	100.00	68.00	108.00	2.40	3.80	3.00	3.80
1893	70.00	80.00	60.00	70.00	2.20	2.80	2.60	3.20
1894	54.00	66.00	40.00	66.00	1.80	2.60	2.00	3.00
1895	62.00	80.00	44.00	70.00	1.80	2.66	2.00	3.60
1896	62.00	86.00	54.00	86.00	1.44	1.90	2.10	3.10
1897	....	....	68.00	96.00	1.40	2.12	2.08	2.94
1898	72.00	90.00	70.00	128.00	1.60	2.50	2.56	2.90
1899	72.00	88.00	66.00	74.00	1.90	2.20	2.36	2.60

While we need to look back but a few years to find wheat prices of $40 and $120 per 2,400 kilograms, rye prices of $34 and $114 per 2,100 kilograms, and corn quotations of $1.40 and $10 per 100 kilograms, the year 1899 does not show lower quotations than $66 for wheat, $54 for rye, and $1.90 for corn, and no higher prices than $88, $60, and $2.20 for the three cereals, respectively. This indicates that the cereal market was pretty steady during the year and at no time seriously disturbed. Average prices at the end of the year compared with other years were:

Cereal.	1899.	1898.	1897.	1896.
Rye, per 2,100 kilograms	$56.00	$60.00	$52.00	$44.00
Wheat, per 2,400 kilograms	68.80	74.00	90.00	76.00
Barley, per 2,000 kilograms	50.00	46.00	40.00	40.00
Corn, per 2,000 kilograms	36.00	42.80	39.20	34.00
Oats, per 100 kilograms	2.50	2.68	2.68	2.48

The values of the various grades of the different cereals were, at the end of 1899, as follows:

Rye, per 2,100 kilograms:	
South Russian	$56.80 to $60.80
Danube	55.20 to 59.20
Wheat, American red winter, per 2,400 kilograms	66.80 to 70.80
Barley, per 2,000 kilograms:	
Feed barley	50.00 to 52.80
Distillery barley	58.00 to 64.00
Corn, per 2,000 kilograms:	
American mixed	36.00
Odessa	44.80
Cinquantine	48.00
Oats, per 100 kilograms:	
Russian	2.40 to 2.56
American	2.36 to 2.52
Buckwheat, per 2,100 kilograms:	
State	66.00
Russian	64.00 to 64.40

Considering the quiet year, it is not surprising that the imports of most of the cereals were not as large as in 1898. It will, however, appear from the following statement of imports of cereals into the Netherlands that the imports of wheat from North America, as well as from South America, have increased considerably.

Imports of cereals.

WHEAT.

From—	1899.	1898.	1897.	1896.	1895.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
Russian Baltic ports	405,637	7,903,237	6,622,564	1,398,643	332,365
Prussian Baltic ports	351,791	658,681	602,108	281,075	163,243
Russian Black Sea ports	5,022,177	8,938,928	17,971,236	19,609,121	19,791,704
Turkey	846,888	2,340,955	3,578,144	8,055,830	4,648,512
North America	13,275,268	10,848,175	5,198,308	1,964,286	1,754,183
South America	7,544,545	984,060	84,348	907,806	1,559,160
India	....	327,538	....	....	341,993
Various countries and indirect importations	299,904	508,814	107,267	7,412	87,756
Total	27,746,210	32,510,388	34,163,975	32,224,173	28,678,916

RYE.

From—	1899.	1898.	1897.	1896.	1895.
St. Petersburg	1,866,849	1,924,327	1,672,135	1,031,516	775,576
Reval, Pernau	565,984	993,091	601,342	1,146,366	40,981
Riga	568,540	317,029	50,012	207,206	89,545
Libau and Windau	147,396	179,176	88,887	131,298	45,497
Prussian Baltic ports	32,802	149,867	196,897	140,921	....
Russian Black Sea ports	7,584,248	6,132,611	8,508,498	7,760,186	9,643,788
Turkey	1,915,466	2,530,355	4,067,585	6,049,456	5,174,196
America	782,647	2,631,146	1,542,631	440,740	20,959
Various places	168,270	....	17,636	....	3,749
Total	13,632,212	14,857,602	16,740,573	16,907,684	15,794,311

CORN.

From—	1899.	1898.	1897.	1896.	1895.
New York	13,536,917	15,087,131	10,333,908	5,913,902	2,414,312
New Orleans	2,971,350	1,992,146	1,778,694	3,246,461	90,397
Black Sea ports	2,507,692	2,505,817	1,510,681	1,106,578	1,303,134
South America	1,497,049	700,600	257,048	1,651,772	781,540
Various places	50,609	136,746	64,922	85,967	15,251
Total	20,563,617	20,422,440	13,940,258	12,004,680	4,604,634

BARLEY.

From—	1899.	1898.	1897.	1896.	1895.
St. Petersburg	92,868	76,680	4,260	4,090	96,958
Pernau and Reval	325,208	566,836	391,920	756,746	576,912
Riga	174,916	150,122	59,981	223,735	274,855
Libau and Windau	116,469	45,820	88,569	113,316	322,567
Prussian Baltic ports	315,155	154,723	178,409	55,976	144,584
Russian Black Sea ports	7,872,080	9,237,429	7,046,892	6,278,132	8,368,174
Turkey	1,245,454	3,073,590	2,862,720	3,218,744	2,518,342
Fiume	634,144	143,732	138,450	208,229	113,912
America	712,528	197,068	737,406	226,206	....
Various places	93,464	84,604	52,057		57,736
Total	11,582,386	13,733,604	11,505,664	11,080,174	12,474,240

OATS.

From—	1899.	1898.	1897.	1896.	1895.
Archangel	42,430	82,729	....	11,382	59,043
Russian Baltic ports	3,702,707	4,652,176	8,971,304	15,260,428	10,029,542
Prussian Baltic ports	1,504,004	93,379	33,228	243,928	77,702
Turkey	1,252,951	608,413	981,504	315,240	76,765
Russian Black Sea ports	2,017,280	409,045	1,593,348	934,900	531,904
North America	5,218,330	5,102,372	2,664,630	1,367,801	....
Various places	163,754	....	....	....	15,336
Total	13,901,456	10,948,114	14,244,014	18,173,629	10,790,292

Imports of cereals—Continued.

BUCKWHEAT.

From—	1899.	1898.	1897.	1896.	1895.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
Not stated	678,618	1,016,095	748,908	626,987	514,182

BUCKWHEAT GRITS.

Not stated	225,091	11,161	82,473	168,754	142,540

LINSEED.

Northern Russia	151,315	308,424	612,588	323,249	785,800
Southern Russia and Danube	2,451,630	3,418,565	5,262,400	5,345,789	2,976,888
Prussian Baltic ports	184,969	71,653	78,214	22,761	129,078
North America	348,950	715,424	236,174	641,726	....
South America	1,793,801	257,358	3,238	182,486	215,300
Various places	13,632	4,090	....	....	....
Total	4,944,397	4,775,514	6,192,714	6,466,011	4,107,066

Imports by sea of the five principal cereals at Rotterdam.

Year.	Rye.	Wheat.	Barley.	Corn.	Oats.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
1890	14,338,734	15,995,959	8,270,790	3,206,332	8,129,358
1891	14,686,606	19,814,538	7,940,299	3,144,988	5,177,604
1892	6,095,293	17,516,098	6,663,346	6,867,716	1,410,060
1893	8,787,017	18,495,557	11,231,149	9,159,596	8,364,341
1894	13,395,911	22,131,211	14,603,621	5,705,418	11,978,012
1895	15,794,191	28,699,986	12,475,240	4,604,634	10,800,293
1896	16,907,784	32,124,174	11,080,175	12,004,680	18,133,627
1897	16,889,026	34,178,976	11,505,664	13,940,254	14,245,014
1898	14,857,602	32,510,190	18,735,608	20,422,440	10,948,115
1899	13,622,202	27,726,210	11,522,704	20,563,616	13,911,456

Imports at Amsterdam and on the river Zaan.

Year.	Rye.	Wheat.	Barley.	Corn.	Oats.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
1890	2,705,526	725,222	225,354	763,971	111,612
1891	3,509,388	2,034,235	688,757	800,091	89,034
1892	792,445	1,716,610	535,312	1,379,473	11,758
1893	1,891,866	1,826,432	1,064,063	782,136	96,361
1894	4,493,704	2,572,529	2,123,099	583,279	137,342
1895	3,129,481	1,928,332	1,341,389	720,707	29,138
1896	3,176,512	926,720	578,082	1,190,755	375,732
1897	2,236,415	835,136	287,976	1,764,236	279,882
1898	1,862,642	601,597	425,574	2,365,287	285,335

Figures for 1899 are not obtainable here, but imports of corn are said to have increased considerably.

Estimated supply at Rotterdam.

On January 1—	Rye.	Wheat.	Barley.	Corn.	Oats.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
1891	564,194	558,997	369,512	144,840	42,600
1892	1,764,322	1,088,345	775,831	34,080	68,160
1893	369,683	208,399	570,925	86,478	34,080
1894	170,400	127,800	383,400	66,030	....
1895	417,480	119,280	187,440	93,720	25,560
1896	213,000	127,800	127,800	99,514	....
1897	340,800	93,720	144,840	63,474	56,658
1898	340,800	51,120	170,400	29,820	17,040
1899	127,800	51,120	213,000	139,387	8,520
1900	170,400	127,800	170,400	213,000	42,600

Supply at Amsterdam and the river Zaan.

On January 1—	Rye.	Wheat.	Barley.	Corn.	Oats.
	Bushels.	*Bushels.*	*Bushels.*	*Bushels.*	*Bushels.*
1891	503,138	53,591	26,582	511	1,448
1892	1,139,976	377,480	69,949	31,268	4,856
1893	352,302	424,126	70,656	8,520	....
1894	190,983	309,872	58,447	17,977	21,385
1895	814,768	590,947	99,940	2,145	3,834
1896	530,114	291,640	5,964	12,524	....
1897	568,454	59,640	14,143	15,677	38,681
1898	125,755	86,734	44,730	20,588	27,434
1899	111,868	150,122	42,259	6,646	20,222

Figures for 1900 are not obtainable here.

PETROLEUM.

There has been a slight decrease in the consumption of petroleum in 1899, probably caused by the gradual increase in quotations from July, 1899. The consumption was:

	Barrels.		Barrels.
1889	630,000	1895	970,000
1890	675,000	1896	970,000
1891	769,000	1897	1,020,000
1892	819,000	1898	1,076,000
1893	863,000	1899	1,070,000
1894	902,000		

The arrivals at Rotterdam and Amsterdam were:

Year.	Rotterdam.	Amsterdam.	Year.	Rotterdam.	Amsterdam.
	Barrels.	*Barrels.*		*Barrels.*	*Barrels.*
1890	734,200	377,000	1895	1,371,000	605,000
1891	1,010,687	346,000	1896	1,928,000	500,000
1892	1,436,000	488,000	1897	1,857,000	655,000
1893	1,522,000	475,000	1898	2,020,000	680,000
1894	1,525,000	520,000	1899	2,010,000	755,000

Quotations for retail delivery went down from $4 (duty paid) in January to $3.80 in May and June, but a gradual rise set in in June, which brought prices up to $4.94 in December.

COFFEE.

Arrivals in the Netherlands.

Year.	For the Dutch Trading Co.	Private firms.	Total.
	Bags.	*Bags.*	*Bags.*
1897	232,400	1,204,400	1,436,800
1898	232,800	1,289,900	1,522,700
1899	164,400	1,538,100	1,702,500

Of the coffee imported by the Dutch Trading Company in 1899, 162,800 bags were produced in the Dutch East Indies and 1,600 in

Surinam, while the coffee imported by private firms came from the following places:

Country.	1899.	1898.	1897.
	Bags.	*Bags.*	*Bags.*
Java	437,100	233,600	435,800
Padang	5,700	6,200	7,400
Macassar	10,000	15,500	23,600
Menado	4,900	3,400	5,200
Santos	919,100	875,700	615,000
Africa	59,400	80,600	77,400
Venezuela	7,300	5,600	5,900
Central America	12,700	11,700	2,800
Haiti	3,500	4,500	7,700
Various	78,400	53,100	24,100
Total	1,538,100	1,289,900	1,204,400

Rotterdam's share of the private arrivals was:

From—	1899.	1898.	1897.
Java:	*Bags.*	*Bags.*	*Bags.*
W. I. B	136,963	69,990	151,103
G. B	73,825	20,437	53,575
Padang	410	100	....
Macassar	703	221	658
Africa	53,763	71,515	69,186
Santos	855,774	813,394	569,282
Central America	9,004	9,280	1,000
Various	36,300	25,100	12,000
Total	1,166,242	1,009,947	856,804

Arrivals from the East Indies for private account.

Year.	The Netherlands.	At Rotterdam.
	Bags.	*Bags.*
1897	472,000	205,300
1898	258,700	90,700
1899	457,700	211,400

In the report of the Rotterdam Chamber of Commerce for 1899, the world's production of coffee is given as follows:

	Bags.		Bags.
1889-90	8,658,000	1895-96	10,355,000
1890-91	9,297,000	1896-97	13,605,000
1891-92	11,858,000	1897-98	16,178,000
1892-93	11,283,000	1898-99	13,723,000
1893-94	9,219,000	1899-1900	[1]14,437,000
1894-95	11,636,000	1900-1901	[1]13,975,000

[1] Estimated.

Imports, deliveries, and supplies (in bales of 60 kilograms, or about 132 pounds) in Europe and the United States.

[From statistics furnished by G. Duuring & Son, Dalen & Plemp, Kolff & Wittkamp, and Leonard Jacobson & Sons, coffee brokers at Rotterdam.]

Year.	Eight principal markets of Europe (Netherlands, Great Britain, Hamburg, Havre, Bordeaux, Marseille, Antwerp, Trieste).			Six principal markets of the United States (New York, Boston, Philadelphia, Baltimore, Mobile, New Orleans).			Total Europe and the United States.		
	Imports.	Deliveries.	Supply in December, ultimo.	Imports.	Deliveries.	Supply in December, ultimo.	Imports.	Deliveries.	Supply in December, ultimo.
1890....	6,279,300	6,566,600	1,066,800	3,421,900	3,561,100	253,500	9,701,200	10,127,700	1,320,300
1891....	6,232,000	6,494,700	804,100	4,154,100	4,075,700	330,000	10,386,100	10,570,400	1,134,100
1892....	7,237,400	6,807,300	1,234,200	4,661,000	4,571,200	419,000	11,898,400	11,378,500	1,653,200
1893....	6,932,900	6,537,700	1,329,400	4,055,000	4,218,000	256,000	10,987,900	11,055,700	1,585,400
1894....	6,494,000	6,647,800	1,175,600	4,465,000	4,400,000	321,000	10,959,100	11,047,800	1,496,600
1895....	7,340,000	6,805,400	1,710,200	4,588,900	4,435,000	475,000	11,928,900	11,240,400	2,185,200
1896....	7,374,300	7,405,700	1,678,700	4,585,900	4,554,000	508,000	11,960,200	11,959,700	2,186,700
1897....	9,181,900	7,968,100	2,892,600	5,817,900	5,408,900	918,000	14,999,800	13,377,000	3,810,600
1898....	9,426,800	8,502,900	3,816,500	5,822,900	5,822,900	918,000	15,249,700	14,325,800	4,734,500
1899....	9,165,700	8,867,400	4,114,800	6,433,900	6,271,900	1,080,000	15,599,600	15,139,300	5,194,800

Coffee sold at the several terminal markets.

[From the report for 1899 of the Rotterdam Chamber of Commerce.]

Years.	Havre.	New York.	Hamburg.	London.	Rotterdam.	Amsterdam.	Antwerp.	Total.
	Bags.	*Bags.*	*Bags.*	*Bags.*	*Bags.*	*Bags.*	*Bags.*	*Bags.*
1899	5,737,500	4,712,000	4,166,000	2,179,600	386,500	486,100	23,200	17,690,900
1898	5,708,500	4,198,000	3,606,000	1,578,500	390,000	428,700	18,750	15,928,450
1897	6,928,000	3,970,000	3,791,500	1,537,250	400,000	175,600	27,000	16,829,350

QUOTATIONS.

Year.	Good ordinary Java (per one-half kilogram, or 1.1 pounds).	Good ordinary Santos.
1890......	$0.218, $0.237, $0.211, $0.238, $0.232, $0.235, $0.232 ..	$0.20, $0.188, $0.21, $0.206, $0.22, $0.196.
1891......	0.232, 0.246, 0.192, 0.222, 0.212	0.196, 0.212, 0.16, 0.178, 0.172.
1892......	0.212, 0.22, 0.204, 0.227, 0.222, 0.23, 0.226 ..	0.172, 0.168, 0.175, 0.168, 0.196, 0.192.
1893......	0.226, 0.20, 0.208, 0.20, 0.212, 0.21	0.192, 0.20, 0.18, 0.192, 0.188, 0.20.
1894......	0.21, 0.204, 0.212, 0.20, 0.204	0.20, 0.196, 0.198, 0.178.
1895......	0.204, 0.218, 0.209, 0.223, 0.212	0.178, 0.19, 0.184, 0.186, 0.18.
1896......	0.212, 0.202, 0.208, 0.20, 0.208, 0.202	0.18, 0.12, 0.134, 0.13.
1897......	0.202, 0.204, 0.142, 0.152	0.13, 0.132, 0.08, 0.088.
1898......	0.152, 0.132, 0.153, 0.13, 0.132	0.088, 0.072, 0.08, 0.076, 0.08.
1899......	0.132, 0.106, 0.111, 0.103, 0.138	0.08, 0.072, 0.074, 0.068, 0.082.

The coffee trade was far from favorable in 1899. Prices, which had been declining for three or four years, remained low for three-quarters of the year. At last, in October, the long-expected rise in quotations set in, and gave many an opportunity to make good some of the losses suffered on account of the declining market.

TEA.

Tea prices in 1899 were: Good average China Kongo, per one-half kilogram (1.1 pounds), $0.196, $0.212, $0.196, $0.212; Java, $0.116, $0.152, $0.128, $0.140.

The importation of China tea into the Netherlands decreased from 69,200 chests of 40 kilograms, or 88 pounds net, to 59,500 chests, while the importation of Java tea increased from 112,000 to 129,100 chests. The consumption of China tea in the Netherlands amounted to 37,900 chests, against 37,600 chests in 1898, and the consumption of Java tea increased from 36,100 to 42,800 chests.

The total imports of China and Java tea increased from 202,900 to 217,500 chests, and the total exports, from 102,600 to 117,200 chests.

RICE.

Quotations were: For uncleaned white Java, $2.40, $2.50, $2.30, $2.40 per 50 kilograms (110 pounds); for uncleaned white Arracan, $1.90, $1.50, $1.80 per 50 kilograms.

Imports of rice into the Netherlands, in bags of 100 kilograms (about 220 pounds).

Year.	Total.	From Java.
1899	1,736,000	283,000
1898	1,530,000	230,000
1897	1,371,000	130,000

SPICES.

Quotations were, per one-half kilogram (1.1 pounds): Nutmegs, first quality, $0.332, $0.312, $0.332; mace, first quality, $0.432, $0.448, $0.42, $0.432; cloves, Amboyna, $0.104, $0.108, $0.104, $0.108; cloves, Zanzibar, $0.086, $0.067, $0.076, $0.072; pepper, Lampong, $0.104, $0.11, $0.108, $0.123, $0.121.

The business in nutmegs and mace was very slack, as consumers were not willing to pay prices quoted during the larger part of the year. A large stock which did not find purchasers was retained by importers. Toward the end of the year, however, demand for consumption set in, business became brisk, and the year closed with the same quotations at which it had opened.

Pepper quotations steadily rose during the year.

COCOA.

Quotations for prime Java grades were $0.176, $0.192, $0.176, $0.188, $0.18, $0.20; and for prime Surinam, $0.17, $0.14, $0.162 per one-half kilogram (1.1 pounds).

First-hand business in 1899 amounted to 1,595 bags of Java, 164 Africa, and 946 Surinam, a total of 2,705 bags, against 2,533 bags in 1898 and 1,187 bags in 1897.

The supplies are still on the increase, as more attention is paid from year to year to the cultivation of the article in Java, Surinam, and Africa.

SUGAR.

The price of beet sugar in the Netherlands was, in January, $4.35. It advanced with a few fluctuations to $5.45, and closed the year with $4.30 per 100 kilograms (220 pounds). The prices were remunerative to farmers and refiners.

The total sugar output of the Netherlands for 1899 was estimated at 180,000 tons, against 150,000 tons in 1898.

Importations in the Netherlands were for 1899: Raw sugar, 42,334 tons; refined sugar, 15,404 tons. Exports from the Netherlands were: Raw sugar, 13,204 tons; refined sugar, 138,797 tons. The stock of raw and refined sugar on December 31, 1899, was 77,455 tons.

TOBACCO.

The Sumatra crop yielded 235,652 packages, which was 33,916 more than in 1898. The tobacco sold at an average of $0.368 per one-half kilogram, or 1.1 pounds, while it sold at $0.488 in 1898. In spite of the larger crop, the sum total realized was $1,400,000 less than in 1898. Of the 1898 crop there were sold:

District.	Number of packages.	Approximate average price per one-half kilogram.	Approximate value.
At Amsterdam.			
Deli	76,711	$0.436	$5,160,000
Langkat	68,075	.35	3,652,000
Serdang	29,408	.342	1,538,000
Asahan	7,906	.398	480,000
Bedagei	5,637	.218	188,000
Padang	10,080	.308	476,000
Batoe Bahra	311	.40	19,200
Palembang	811	.288	36,000
Pagoerawan	482	.264	20,000
Various districts	2,461	.158	60,000
At Rotterdam.			
Deli	24,027	.396	1,464,000
Padang	4,560	.378	264,000
Pagoerawan	1,622	.246	61,200
Bedagei	1,094	.32	53,600
Various districts	229	.08	2,800
At Bremen.			
Various districts	2,243	.144	49,600
Total	235,652	.368	13,524,400

Sale of Sumatra tobacco during the last fifteen crop years.

Year	Amount	Year	Amount
1884	$11,200,000	1892	$10,400,000
1885	10,800,000	1893	14,400,000
1886	12,900,000	1894	14,000,000
1887	10,400,000	1895	11,200,000
1888	13,200,000	1896	12,900,000
1889	14,500,000	1897	14,900,000
1890	9,800,000	1898	13,400,000
1891	11,700,000		

From the 1898 Java crop arrived in the Netherlands, there were sold 162,490 packages of leaf tobacco and 145,072 of scrub, being 6,880 packages of leaf and 34,818 of scrub more than from the 1897 crop. The average prices were approximately $0.168 and $0.084 per one-half kilogram (1.1 pounds).

Sales from the Java crop of 1898.

District.	Number of packages.	Approximate average price per one-half kilogram.	Approximate value.
Bezoeki:			
Leaf	39,745	$0.206	$1,519,200
Scrub	66,108	.11	1,354,400
Vorstenlanden: Leaf	74,270	.192	2,071,600
Probolingo:			
Leaf	25,967	.112	482,800
Scrub	23,178	.084	322,400
Kediri:			
Leaf	9,588	.096	158,000
Scrub	25,908	.052	246,800
Banjoemaas:			
Leaf	2,915	.144	68,000
Scrub	6,696	.092	102,000
Rembang	16,091	.05	144,400
Pasoeroean:			
Leaf	986	.10	16,400
Scrub	10,140	.056	102,800
Kedol:			
Leaf	1,272	.102	22,400
Scrub	1,424	.082	20,000
Semarang:			
Leaf	54	.084	800
Scrub	1,559	.07	19,200
Preanger: Leaf	798	.09	11,600
Japara: Leaf	156	.15	3,200
Total	307,130	.13	6,666,000

Sale of Java tobacco in the Dutch markets for the last fifteen years.

Crop.	Packages.	Approximate average price.	Approximate value.	Crop.	Packages.	Approximate average price.	Approximate value.
1884	122,928	$0.146	$3,200,000	1892	179,340	$0.134	$4,100,000
1885	109,589	.148	2,800,000	1893	218,796	.11	4,400,000
1886	106,560	.148	2,800,000	1894	154,153	.124	3,200,000
1887	138,919	.152	3,700,000	1895	153,250	.15	4,200,000
1888	169,863	.108	3,400,000	1896	197,243	.16	5,400,000
1889	141,126	.12	3,000,000	1897	266,301	.134	6,200,000
1890	182,508	.102	3,200,000	1898	307,130	.13	6,600,000
1891	136,359	.134	3,100,000				

The trade in Maryland tobacco was much less brisk than usual during the first six months of 1899. In September and October, better qualities arrived and considerable changed hands. Mason County tobacco was high in price and arrivals were small. Imports and sales of Virginia and Kentucky tobacco were about the same as in other years.

In seed-leaf tobacco, less business was done than in other years. The demand for this tobacco in the United States and the good quality of the crop made the quotations too high for this market.

Messrs. P. Meerkamp van Embden & Sons, tobacco brokers, of Rotterdam, publish in their annual report the following review of the tobacco trade for 1899:

Importations and sales at Rotterdam.

	Maryland.	Virginia.	Kentucky and Mason County.	Java.	Sumatra.	Borneo.
	Hhds.	*Hhds.*	*Hhds.*	*Bales.*	*Bales.*	*Bales.*
Stock Jan. 1	568	28	109	5,753	....	....
Importations	4,940	431	851	90,038	31,532	3,651
Total	5,508	459	960	95,791	31,532	3,651
Sold in 1899	5,028	328	873	85,171	31,532	3,651
Stock Dec. 31	480	131	87	10,620	....	....

	Manila.	Mexico.	Brazil.	Paraguay.	Grecian, Turkish, etc.	Seed leaf.
	Bales.	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*
Stock Jan. 1	565	86	....	....	1,927	7
Importations	....	45	....	....	13,880	330
Total	565	131	....	....	15,807	337
Sold in 1899	565	131	....	....	12,524	337
Stock Dec. 31	....	....	....	....	3,283	....

IMPORTATIONS AT ROTTERDAM FOR THE LAST SIX YEARS.

Year.	Maryland.	Virginia.	Kentucky and Mason County.	Java.	Sumatra.	Borneo.
	Hhds.	*Hhds.*	*Hhds.*	*Bales.*	*Bales.*	*Bales.*
1899	4,940	431	851	90,038	31,532	3,651
1898	6,151	274	236	107,694	30,228	4,613
1897	7,579	780	1,960	81,567	24,942	3,046
1896	5,030	798	3,115	51,265	26,268	1,058
1895	4,080	386	1,564	74,461	19,395	629
1894	5,232	439	842	83,448	13,473	576

Year.	Manila.	Mexico.	Brazil.	Paraguay.	Grecian, Turkish, etc.	Seed leaf.
	Bales.	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*
1899	....	45	....	....	13,880	330
1898	1,050	135	....	82	13,867	....
1897	924	....	....	....	9,827	226
1896	624	....	....	120	12,664	489
1895	....	....	45	....	13,665	1,233
1894	657	....	150	2,192	5,491	500

Imports and sales in the Netherlands during 1899.

	Maryland.	Virginia, Kentucky, Mason County.	Java.	Sumatra.	Borneo.	Mexico.	Grecian, Turkish, Trebizonde.	Seed leaf and cuttings.	Paraguay.
	Hhds.	*Hhds.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*	*Bales.*
Imports	7,571	1,786	318,096	233,409	22,233	1,772	17,057	769	978
Sales	7,877	1,739	313,477	233,409	21,588	2,117	15,206	886	978

OLEOMARGARINE, NEUTRAL LARD, AND EDIBLE OILS.

The very favorable conditions in the United States are said to have influenced the market for the above commodities in 1899 and to have led to higher quotations.

The year was an excellent one for oleomargarine, as "extra" was three times quoted higher than $24 per hundred kilograms (about 220 pounds), which had not happened since 1894. The average quotation for the year was $19.40, against $15.80 in 1899 and $14 in the three preceding years. At one time, choice neutral lard was quoted higher than $20, which also had not occurred since 1894. The average quotation was $16.10, against $15.10, $12.80, and $13.40 in the three preceding years.

Cotton-seed oil, which for a long time had been quoted very low, joined at last in the upward movement, and while the earlier contracts for the new crop in July and August were made upon the basis of $7.80 to $8.80 per 100 kilograms, according to quality, at the end of the year, quotations were from $11 to $11.60.

The raw materials being higher in price, naturally caused a rise in artificial butter prices.

Oleo oil was quoted in the beginning of January at $18.80 for extra, and receded to $17.20 about the middle of January, but with small stock on hand and limited arrivals, prices rose in February again to $26 and $26.40. When supplies increased in March, there was a sudden drop in prices to $18.40 and $17.40, and in April, they went down to $17.20 and $16.80 per 100 kilograms. But shortly after, when the best qualities reached the market, confidence was regained and prices rose again, in spite of big arrivals, for extra to $18 and $18.40. Excepting some insignificant fluctuations, prices remained on that basis until August; then there was a slight decline, but when arrivals became smaller in September, prices rose again. The year closed with short stocks at $24 per 100 kilograms for extra oleo oil. Second qualities did not follow suit and were quoted from $4 to $5.20 lower than extra.

Early in the year, neutral lard was quoted at $16; later, from March to July, at about $15.20 to $15.40 per 100 kilograms. In the second half of the year, prices rose to $18.80 and $19.20, in the latter part even to $20 and $20.40, with a very firm market. There was a good demand for back-fat neutral lard at prices ranging between $13.20 and $16.40.

Cotton-seed oil is imported in ever-increasing quantities, partly for consumption here, partly for export to Germany. Arrivals of American cotton-seed oil at Rotterdam in 1899 amounted to about 155,000 barrels of 180 kilograms (about 396 pounds). First quotations of the year were $7.20 for inferior brands for soap making and from $8 to $8.80 for qualities suitable for the manufacture of artificial butter. For the first seven months of the year, prices remained low, and even the deals in new crop, October-December delivery, were made in large parcels at these quotations. When it became probable that the American cotton crop would be short, prices of cotton-seed oil went up, and they closed the year at from $10.40 to $11.60, according to quality, with a tendency toward a further rise.

The price of arachides oil was quoted from January until the end of September at about $16. Then, in consequence of the general rise in the price of fat, the price quickly went up to $17.60, at which the market closed at the end of the year. The stock on hand was then very small.

Inferior kinds fluctuated but little; quotations were from $12.80 to $14 per 100 kilograms, according to quality.

The demand for sesame oil by German butterine manufacturers was lively all the year around. Quotations were from the beginning of the year until the fall, $15.20 to $15.60; after that, they rose to $17.20 per 100 kilograms, on account of short crops in the production districts.

I join hereto the following statistical information:

Oleo oil at Rotterdam.

On December 31.	1899.	1898.	1897.	1896.	1895.
First-hand American supply ....tierces.	2,477	777	2,140	2,860	3,800
Total American supply ....do....	....	6,800	8,600	12,800	19,500
Total European supply.........................tons..	....	20	160	400	550
Arrivals from the United States (oleo stock included) during 1899 ....tierces..	207,491	226,450	197,555	192,620	139,378
Price for prime oleo, per 220 pounds:					
Highest	$26.40	$18.80	$19.20	$22.00 to $22.40	$22.00
Lowest	$16.80	$14.00	$12.80	$10.20	$16.00
Average	$19.40	$15.80	$15.20	$14.00	$18.70

Neutral lard at Rotterdam.

	1899.	1898.	1897.	1896.	1895.
Total supply on December 31..............tierces..	....	2,600	3,000	2,300	8,400
Of which first hand..........................do....	579	300	200	150	1,200
Received from the United States during the year, tierces....................................	185,000	168,260	143,200	82,900	71,600
Price for prime:					
Highest..	$21.60 to $22.00	$16.40	$14.80 to $15.20	$17.20 to $17.60	$19.20
Lowest	$14.80	$13.60	$9.60	$10.00	$15.60 to $15.20
Average	$16.10	$15.10	$12.80	$13.40	$16.90

HIDES.

Importations of hides at Rotterdam.

1890	204,821	1895	108,536
1891	227,534	1896	125,877
1892	178,936	1897	127,430
1893	186,772	1898	124,942
1894	186,771	1899	118,276

Of the hides imported in 1899, 80,283 were East Indian ox hides, 31,341 were East Indian buffalo hides, 2,301 Buenos Ayres salted hides, 168 Buenos Ayres dried hides, and 2,959 Italian, and 1,224 African horse skins.

During the first half of the year, business in imported hides was very slack; later, the trade picked up on account of the demand for leather caused by the war in South Africa.

Stock of imported hides at Rotterdam on December 31 of each year.

1890	26,993	1895	22,744
1891	23,935	1896	13,047
1892	40,690	1897	18,260
1893	53,429	1898	32,017
1894	69,883	1899	13,026

Of the quantities of domestic hides put on the market and exported, no statistics are obtainable.

Quotations for hides and skins on January 1, 1900, per one-half kilogram (1.1 pounds).

JAVA OX AND COW HIDES.

	Weight.	Prices quoted.
	Kilograms.	
Batavia	7 to 9	$0.236 to $0.24
Samarang:		
Shaved	2 to 3	.296 to .308
Do	4 to 5	.272 to .28
Do	5 to 7	.248 to .266
Unshaved	5 to 7	.192 to .20
Soerabaya	2 to 4	.292 to .30
Do	5 to 7	.252 to .26
Tjilatjap	3 to 6	.232 to .24
Padang:		
Ox and cow hides	3 to 5	.22 to .228
Do	5 to 7	.20 to .22
Macassar	5 to 9	.18 to .20
Singapore:		
Best	3 to 9	.162 to .18
Second	3 to 9	.128 to .11

JAVA BUFFALO HIDES.

Batavia:	*Kilograms.*	
Best, shaved	14 to 18	$0.172 to $0.176
Do	9 to 14	.176 to .18
Do	5 to 9	.18 to .184
Second, shaved	7 to 18	.144 to .148
Unshaved	8 to 13	.128 to .132
Samarang:		
Best, shaved	12 to 17	.16 to .164
Do	9 to 12	.172 to .176
Do	5 to 9	.18 to .184
Soerabaya:		
Best, shaved	8 to 15	.156 to .164
Second and unshaved	8 to 15	.132 to .136
Tjilatjap	8 to 12	.12 to .14
Padang buffalo hides	8 to 12	.12 to .14
Macassar	10 to 15	.088 to .108
Singapore:		
Best	10 to 15	.104 to .112
Second	10 to 15	.08 to .088

OTHER JAVA HIDES.

Horsehides	3 to 4	$0.16 to $0.174
Deerskins	1½ to 2½	.14 to .16
Goatskins		.40 to .44
Bastard sheepskins		.20 to .24
Lizard and snake skins		.24 to .28

DUTCH SALTED HIDES AND SKINS.

Cowhides:		
Vachets	28 to 30	$0.116 to $0.12
Town slaughtered	30 to 32	.108 to .112
Do	28 to 30	.108 to .112
Country slaughtered	24 to 26	.104 to .108
Do	16 to 18	.104 to .108
Ox hides, town slaughtered	33 to 35	.112 to .116
Do	29 to 30	.108 to .112
Bull hides	35 to 37	.10 to .104
Do	32 to 33	.096 to .10
Veal skins	9 to 10	.132 to .136
Without shanks	9	.144 to .148
Without head or shanks	8	.164 to .168
Calfskins	3½ to 4½	.14 to .144
Horsehides, each		4.40 to 4.80

Buffalo horns per 50 kilograms (110 pounds), $7.20 to $7.60.

INDIGO.

Arrivals of Java indigo.

Year.	At Rotterdam.	At Amsterdam.	Year.	At Rotterdam.	At Amsterdam.
	Chests.	*Chests.*		*Chests.*	*Chests.*
1890	3,717	3,646	1895	2,267	2,925
1891	3,741	4,791	1896	2,603	3,395
1892	3,544	4,073	1897	4,062	5,180
1893	3,048	3,652	1898	3,844	5,659
1894	2,077	2,862	1899	1,787	2,292

For the first three months of 1899, prices were unusually low, but owing to a steady demand for consumption and to Japan having become a purchaser of the article, a slow but steady rise in quotations set in. The rise in prices was stimulated by the small stock on hand, and they were soon quoted from $0.30 to $0.32 above the lowest point reached.

Yield of the Java indigo crop.

	Pounds.		Pounds.
1890	1,106,600	1895	1,328,800
1891	1,564,200	1896	1,496,000
1892	1,403,600	1897	1,784,200
1893	1,390,400	1898	1,988,800
1894	1,089,000	1899	1,353,000

AFRICAN TRADE.

The following table shows the quantities, in tons (of 1,000 kilograms, about 2,200 pounds), of principal articles imported at Rotterdam from the east and west coasts of Africa and sold in this city:

Article.	1899.	1898.	1897.	1896.	1895.
Wax	40	45	51.5	61	74
Hides	5	6	4	7	7
Alga tinctoria				7	11
Palm nuts	2,654	3,355	3,396	3,207	4,155
Ground nuts	109	125	43.5	106	469
Palm oil	982	1,081	1,029	1,178	1,549
Coffee	271	387	650	765	578
India rubber	19	38	71	107	85

Considerable quantities of gum copal, piassava, cocoa, ivory, and bark were also imported. The ivory was not sold at Rotterdam.

TRADE IN DUTCH PRODUCTS.

The trade in agricultural products was very lively in 1899 and exports of several products were larger than in 1898. Higher prices were paid for butter and cheese. A prevailing drought in the Netherlands caused a diminution in the quantity of cheese made and raised the prices. The flax trade was also very animated; quotations rose steadily, and supplies at Rotterdam and in the country were readily disposed of. On account of a partial failure of the Russian flax crop, the inferior qualities of Dutch flax, which could take the place of Russian flax, brought very high prices.

Supply of flax at the Rotterdam flax exchange.

[One stone is about 6 pounds 3¼ ounces.]

1899.	Blue flax.	White Zeeland.	Dutch yellow.	Groningen.
	Stones.	*Stones.*	*Stones.*	*Stones.*
January	66,467	5,419	1,513	17,000
February	65,392	11,821	960	14,025
March	60,104	9,212	850	13,910
April	39,954	8,750	....	9,625
May	32,594	6,477	1,100	6,300
June	23,354	1,200	500	3,200
July	5,315	300	....	1,100
August	420	....	....	1,800
September	2,100	....	....	850
October	1,846	500	....	7,140
November	13,303	1,719	1,585	7,140
December	23,097	1,652	1,300	10,600

The average quotations for flaxseed were $0.80 per hectoliter (3.16 bushels) higher than in 1898. This was owing to higher prices being paid for seed for crushing purposes. Toward the end of the year, the market closed very firm, with quotations from $4 to $5.20 per hectoliter.

INDUSTRIES AT ROTTERDAM.

Shipbuilding.—The principal work carried out by the Feyenoord Shipbuilding Company, of Rotterdam, in 1899, was the completion of the Dutch armor-clad man-of-war *Gelderland*, which was about ready for service on December 31. Besides, one ocean steamer and one sailing vessel were completed. Engines were also manufactured at these works during the year.

On December 31, the company was building four steamers and one armor-clad man-of-war, the *De Ruyter*.

The average number of workmen in the company's service was 1,636, against 1,460 in 1898.

The Maas Shipbuilding Company delivered five steamers and sailing vessels during the year and a number of engines. Three vessels were in course of construction on December 31. The average number of workmen employed was 524, and the wages paid them in 1899 amounted to $113,836.72.

The foundries of Messrs. Bonn & Mees turned out 402 tons of castings. From the shipbuilding yards of this firm eleven river steamers and other vessels were launched.

From the shipbuilding yards of Messrs. Rykee & Co., two sand suckers and five ocean steamers were launched.

From the Industry yards, there were launched two ocean steamers, three screw tugs, and one accumulator boat, and engines and boilers were manufactured.

Bed feathers.—Manufacturers work for home consumption as well as for export to Germany, Belgium, Switzerland, England, and Austria-Hungary. Results for 1899 were satisfactory. There was a large demand for the article and quotations went up, which caused large sales of flock to meet the demand for cheap filling.

Flour mills.—The flour mills no longer grind for export. As there was in 1899 less French and American flour in the Dutch market than usual, Dutch millers did pretty well.

Butterine factories.—Butterine manufacturers not only work for inland consumption, but export to nearly every part of the world.

Results were not as favorable as in former years, owing principally to the high prices of the raw materials.

Fire engines.—Fire engines are principally manufactured for use in the Netherlands and colonies. Business in 1899 was satisfactory.

Paints and colors.—The paint factories work for consumption in the Netherlands and export to Belgium, France, Germany, Denmark, and the East Indies, with very favorable results. The market abroad is extending from year to year. It is said that the quality of Dutch paints is good and prices are low.

Chemical works are also flourishing and finding markets for their manufactures in the Netherlands and abroad.

Cocoa and chocolate.—Chocolate manufacturers supply the Dutch market and export to most European countries, Dutch East Indies, South America, and South Africa. Sales in the Netherlands were satisfactory in 1899; this, however, was not the case with sales abroad. The prices of raw materials were too high to allow manufacturers a large margin of profit.

Driving belts.—The driving-belt factories work for the Dutch and foreign markets. They were benefited by the general activity in other industries.

White lead.—The white lead is manufactured entirely for inland consumption. The article is said to be better than that made abroad, and it is claimed that, although the latter is lower in price, it can not supplant the Dutch white lead.

Furniture.—Manufacturers find a good market in the Netherlands, and export to England, South Africa, and the Dutch East Indies. Exports to the first two countries decreased considerably on account of the African war.

Cigars.—Cigar manufacturers work for home consumption and export. Dutch cigars are sent to almost every part of the world. Results were very favorable in 1899.

Engine works.—The Dutch engine works supply the Netherlands and export to Belgium, Germany, England, America, and the Dutch East Indies. Results for 1899 were satisfactory. There was an abundance of work at good prices. A dearth of material, both crude and half manufactured, sometimes hampered production.

Preserved provisions.—Manufacturers of preserved goods find ready sale for their articles in the Netherlands, East and West Indies, and South Africa.

Distilleries.—Dutch gin is renowned, and, although in smaller quantities than formerly, finds its way all over the world.

Breweries.—Besides the inland trade, a good business is done abroad. During 1899, the high prices of hops and coal were severely felt by brewers.

Vinegar.—Vinegar is manufactured for consumption in the Netherlands and colonies. Results were fairly satisfactory, though for home consumption, manufacturers have to compete with essence of vinegar (acetic acid).

Cordials.—Cordial manufacturers have a profitable trade in the Netherlands and abroad.

TRADE IN 1900.

A complete table of the imports into the Netherlands and at Rotterdam, and exports from the Netherlands and from Rotterdam, for the first six months of 1900 is not to be obtained. The following list of the principal articles imported and exported has been compiled from statistics at hand:

Articles.	Imports.		Exports.	
	At Rotterdam.	In the Netherlands.	From Rotterdam.	From the Netherlands.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
Ashes	13,380,400	69,938,000	9,000,200	45,163,800
Bark	1,357,400	16,396,600	1,159,400	15,716,800
Beer and malt extract	6,932,200	14,608,000	7,007,000	20,229,000
Butter	495,000	770,000	968,000	23,018,600
Cereals:				
Wheat	885,733,200	1,336,810,200	688,751,800	1,240,575,600
Rye	286,704,000	358,639,600	216,242,400	258,238,200
Barley	150,568,000	217,285,200	89,159,400	187,411,200
Corn	470,016,800	742,403,200	179,465,000	321,868,800
Oats	334,965,400	354,310,000	323,525,400	362,153,000
Buckwheat	12,577,400	15,840,000	2,893,000	6,505,400
Rice	59,217,400	221,183,600	42,935,200	100,997,600
Other kinds	8,621,800	9,853,800	.....	.....
Cheese	(1)	(1)	18,323,900	46,578,400
Coal	1,283,759,400	8,058,413,000	1,129,631,800	3,354,879,000
Coffee	58,577,200	98,777,800	40,836,400	91,819,200
Cotton, raw	28,699,000	83,285,400	11,446,600	64,651,400
Drapers' wares	23,639,000	81,466,000	26,424,200	73,081,800
Drugs, dyestuffs, and chemicals	202,899,400	439,278,400	157,033,800	381,526,200
Earthenware	32,606,200	361,737,200	26,643,200	208,846,800
Engines and machinery	48,510,000	113,359,400	31,732,800	90,769,800
Fish	5,599,000	10,252,000	19,124,600	71,662,800
Fish oil	5,121,600	6,859,600	4,032,600	5,759,600
Flax and hemp	14,619,000	35,899,600	15,734,400	54,384,000
Flour	114,983,000	210,892,000	38,368,000	57,387,000
Fruits	69,814,800	126,940,000	51,112,600	96,045,400
Glass and glassware	21,500,600	79,860,000	24,532,200	65,247,600
Groundnuts	25,652,000	29,389,800	9,576,600	12,081,600
Hides, skins, and leather	15,620,000	19,503,000	15,433,000	41,316,000
Lard	35,697,200	40,660,400	16,937,800	28,188,600
Manure	93,407,600	400,584,800	80,203,200	294,938,600
Margarin:				
Butter	257,400	391,600	40,216,000	46,651,000
Raw	44,919,600	49,156,800	10,663,400	21,788,800
Meat	13,310,000	16,722,200	26,327,400	72,012,600
Mercery	21,366,400	47,729,000	20,761,400	41,382,000
Metal articles	146,403,400	493,290,600	177,078,000	408,458,600
Metal, raw	738,133,000	1,437,691,200	592,660,200	1,329,506,200
Oils:				
Groundnut	2,024,000	2,035,000	2,013,000	2,435,400
Cotton-seed	50,677,000	54,929,600	33,961,400	38,068,800
Sesame and other edible	5,645,200	10,945,000	8,199,400	14,634,400
Palm and other	69,306,600	126,643,000	59,087,600	133,058,200
Petroleum	271,660,400	405,308,200	234,267,000	296,478,600
Palm nuts	22,990,000	23,271,600	22,063,800	22,349,800
Paper	41,672,400	93,909,200	46,763,200	166,909,600
Potato flour and its products	22,954,800	35,783,000	23,474,000	73,660,400
Rags		.....	28,217,200	74,199,400
Rattans	.....	6,179,800	2,307,800	4,873,000
Salt	12,388,200	107,201,600	.....	41,980,400
Seeds	184,486,800	286,506,000	83,839,800	214,592,400
Spices	4,191,000	8,560,200	2,967,800	6,560,400
Spirits	13,200,000	26,859,800	29,062,000	55,732,600
Stone	.....	2,257,294,600	82,119,400	556,666,000
Sugar:				
Raw	62,077,400	95,810,000	57,206,600	85,615,200
All other	43,056,200	62,587,800	42,136,600	190,454,000
Sulphur	3,757,600	19,731,800	4,241,600	21,166,200
Sirup	12,964,600	23,799,600	7,944,200	32,150,800
Tallow, suet, etc	29,541,600	46,899,600	13,129,600	32,117,800
Tar and pitch	12,089,000	91,335,200	.....	115,119,400
Tea	2,411,200	8,899,000	(1)	5,561,600
Tobacco and cigars	39,173,200	95,383,200	19,395,200	63,054,200
Vinegar	.....	.....	1,133,000	8,047,600
Wine	38,533,000	71,715,600	36,170,200	61,179,800
Wood for shipbuilding and timber	402,358,000	1,045,204,600	324,187,600	761,151,600
Dyewoods	19,503,000	49,590,200	19,621,800	49,786,400
Hard woods	6,654,800	15,675,000	8,925,400	12,936,000
Wool	9,809,800	40,752,800	7,035,600	34,469,600
Yarns	30,907,800	62,037,800	17,399,800	35,191,200

[1] No statistics.

I have obtained the following information regarding some of the representative articles entering into United States trade:

CEREALS IN 1900.

Wheat.—In January, a fair business was transacted, especially in Kansas No. 3 and La Plata, as they were the cheapest kinds to be had. February was less favorable; Kansas qualities were not up to expectation, and La Plata wheat had to take their place, which resulted in cheaper quotations of the former and a decline in prices generally. The low prices of foreign flour made matters worse. In the following months, conditions improved on account of supplies being short, and some cargoes purchased "sailing" brought remunerative prices. The demand for La Plata wheat was greatest; considerable quantities arrived in April and May, chiefly bound for the Rhine countries, where this wheat seems to have the preference. The qualities, however, turned out very irregular; sometimes the natural wheat taken from bags belonging to one lot differed 4, 6, 8, to 10 pounds. There were many complaints that bags bearing various marks were mixed up pellmell in the same steamer. This, of course, caused receivers considerable difficulty and expense in finding their own consignments. From La Plata, grain in bags was mostly imported.

From Russia, rather inferior qualities were offered at rates too high for this market.

In June, prices for cereals in general went up, influencing wheat prices in the first instance. Dutch millers, however, did not profit by this rise, as foreign flour was offered at low rates.

There has been a small increase in imports over the same period of 1899. The principal shipments from the United States came from Galveston and New Orleans, but these were overshadowed by those from the La Plata states.

Imports from northern and southern Russia and northern Germany were of small importance.

Rye.—Supplies and arrivals of the better kinds were very small the first months of the year. Prices were good and many deals closed for speedy shipments from northern Russia. For Western rye from the United States, there was less demand. In March and April, imports were of no importance. Some inferior lots, however, from Libau and southern Russia reached the market. They were in demand for distilling purposes. The quality of rye, in general, was good. In June, rye prices went up with those of other cereals.

General imports for the first six months of 1900 were about 5 per cent less than in last year. The principal part of the rye came from Odessa, Braila, and Libau. Prices fluctuated from $50 to $53.20 per last of 2,100 kilograms (4,620 pounds).

Barley.—The trade was confined chiefly to the American product, Black Sea qualities being too high in price. The American qualities, however, did not turn out as well as expected, which caused some demand for Black Sea barley in spite of high prices. Small arrivals were sufficient to meet requirements of the consumers of the interior of the Netherlands.

Oats.—In January, Russian oats were liberally offered at low prices, but as soon as the great quantities on the market found purchasers, the market improved greatly and a regular demand ensued during the following months. The qualities from northern Russia did not quite satisfy buyers, which resulted in growing business in American oats. Generally speaking, the condition of the market could not be called favorable for importers.

Imports were about 50 per cent more than last year. The principal shipments were from northern Russia.

Buckwheat.—This article is rather neglected. A small trade was kept up in American buckwheat. In June, a few lots found buyers at fair prices. Imports were half of those for the same period in 1899.

Linseed.—Imports were about equal to those of last year.

Corn.—There has been an increase in importations, principally from New Orleans. New York and Baltimore also shipped considerable quantities. Transactions were not profitable to importers in the first two months of the year, on account of liberal offers of spot and sailing goods, besides a decline in the demand from the interior of the Netherlands. Owners mostly preferred to dispose of their consignments on arrival rather than store them or load them in lighters, and the natural result was a decline in prices. In March, conditions improved, and $5.20 more than in February was obtained per 2,000 kilograms (4,400 pounds), owing to a sudden and continued demand for consumption. In April, still better prices obtained, encouraged by higher offers from the United States. The Rotterdam market being in a position to offer enormous quantities, which was not always the case with the countries where the corn originated, could sell large lots to the Rhine countries and even to Norway. In June, corn prices rose with those of other cereals, and although considerable quantities arrived daily, supplies did not increase, for all the corn found its way immediately to the interior of the Netherlands, which shows the enormous consumption of corn in this country. In June, there was no decrease in the demand.

Corn from the United States generally arrived in good condition, which was not the case with the Laplata product, the latter often giving rise to complaints. Cinquantine maize from the Danube and Black Sea was irregularly imported. There was frequently no supply on this market.

PETROLEUM IN 1900.

The trade in this article here is more and more becoming a retail traffic. Petroleum seems now to offer little inducement for speculation. Those engaged in the trade generally work on commission or as agents, at a fixed remuneration per year, or per barrel sold. The prices have shown a downward tendency, which undoubtedly will increase the consumption, as will also the enhanced gas rates on account of the high coal prices.

OLEO OIL, NEUTRAL LARD, AND COTTON-SEED OIL IN 1900.

The range of prices for the above commodities has, with a few exceptions, been higher during the first six months of 1900 than last year. This was especially the case with neutral lard, which, rising with all other hog products, has been quoted exceptionally high this year. The prices of all the raw products from the United States rose greatly, and manufacturers of butterine state that, while the trade must have been very satisfactory to American producers, they have had an unprofitable season.

There has also been a very strong advance in prices of cotton-seed oil, which is imported from the United States in large quantities for butterine manufacturing purposes.

Qualities of the American hog products have been very satisfactory this year, and it can be safely said that American oleo oil is superior in quality and make to the European product.

Rotterdam is one of the principal markets of the world for the articles in question.

During the first half of the year 1899, 125,700 tierces of oleo oil and 86,000 tierces of neutral lard were imported. For the same period of 1900, the imports of oleo oil were 114,000 tierces and of neutral lard. 97,000 tierces.

Quotations for the first six months of 1899 and 1900 were:

OLEO OIL, PRIME GRADE.

Month.	1899.	1900.
January	$18.80, $17.20, $19.20	$24, $23.60, $23.20, $22.80, $22.40, $22.80, $22, $21.20, $20, $19.20.
February	$22, $26 to $24.40, $22, $23.20 to $23.60	$19.20, $20, $20.40, $20, $19.60, $19.20, $19.60, $19.20, $18.80, $18.40.
March	$22, $19.20, $18.80, $18.40	$18.40, $18.80, $19.20, $18.80, $18.40, $18, $17.60, $17.20 to $16.80, $17.20, $17.60.
April	$17.60, $17.20, $16.80, $18 to $18.40, $19.20.	$18, $18.80, $19.20, $20 to $20.40, $19.60, $20 to $20.40.
May	$18.40, $18, $18.40, $18.80	$20.40 to $20.80, $20.80 to $21.20, $20.40, $20, $19.60, $19.20, $18.80.
June	$18, $18.40	$18.40, $18, $17.60, $18, $18.40.

NEUTRAL LARD, PRIME GRADE.

January	$16, $15.40, $16	$20, $20.40, $20, $19.60.
February	$16.40, $17.20, $16.40	$19.60 to $19.20, $19.
March	$16, $15.60, $15.20 to $15.40	$18.60, $18.40, $17.60, $18.40.
April	$15.40, $15.80	$18.40, $18.60, $19.20, $19.60 to $19.20.
May	$15.60, $15.20	$19.20, $18.40, $18, $17.60.
June	$15.20, $14.80	$17.80, $17.60.

AMERICAN TOBACCO.

	Maryland.	Virginia.	Kentucky and Mason County.
	Hogsheads.	*Hogsheads.*	*Hogsheads.*
Stock at Rotterdam on January 1, 1900	480	131	87
Imports from January 1 to June 30	2,512	207	234
Sales from January 1 to June 30	2,644	273	281
Stock on hand July 1, 1900	348	65	40

The season for importing American tobacco is principally the second half of the year. It is then that the new crop reaches the market. The last crop did not please dealers here, as it was deficient in color. Prices were also high compared with those of other kinds of tobacco.

The imports given above comprise only direct importations by merchants; besides these, a large quantity of American tobacco, especially Maryland, is imported by manufacturers.

Of Virginia tobacco, little is used in the Netherlands; of Mason County, large quantities, but during the last year, little of this was imported on account of high quotations. The manufacturers were pretty well provided, and when they did get short, they used low-priced Turkish and Grecian tobaccos instead.

Importations of seed leaf were quite insignificant also, on account of high prices ruling in the United States. The crops of Java and Sumatra tobacco were large and prices exceedingly low, and these kinds were largely used to replace seed leaf.

LUMBER IN 1900.

The following statement shows the imports and exports of lumber, hard wood, dyewoods, willows, hoops, staves, etc., at Rotterdam for the first six months of 1899 and 1900.

Lumber for shipbuilding, etc., was imported by sea in full cargoes from the countries named as follows:

Description.	1899.	1900.
	Tons.	*Tons.*
Unsawed:		
United States	3,623	....
Russia	....	1,722
Sawed:		
Prussia	10,162	4,361
Norway	1,854	1,466
Russia (Baltic)	5,458	4,100
United States	18,849	6,378
Sweden	2,377	....

Value of unsawed lumber imported in other ways.

From—	1899.	1900.	From—	1899.	1900.
Germany	$129,254.00	$65,718.40	Norway	$12,000.00	$4,800.00
Countries on the Danube	19,760.00	282,760.00	Sweden	2,900.00	1,600.00
Belgium	2,180.00	530.00	Spain	160.00	....
France	880.00	2,200.00	Austria	15,440.00	70,360.00
Great Britain	11,756.40	3,711.20	Italy	....	8,800.00
Russia	185,512.00	97,360.00	Turkey	....	1,680.00
United States	925,738.80	684,364.80	Java	....	1,235.20

Of the above lumber, the following quantities were exported:

To—	1899.	1900.	To—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Belgium	7,423	3,366,968	Great Britain	52,294	207,649
Germany	55,838,057	15,826,851	Russia	4,620	....
France	1,380	....	Java	....	3,412
Denmark	660	60,610	West coast of Africa	....	11,000

Value of sawed lumber imported in other ways.

From—	1899.	1900.	From—	1899.	1900.
Belgium	$3,001.20	$16,112.40	Sweden	$92,950.00	$196,360.00
Germany	158,676.40	459,753.60	Countries on the Danube	355,800.00	164,000.00
France	6,140.00	....	Canada	60,000.00	....
Great Britain	22,265.60	12,329.60	British India	368.00	....
Norway	97,183.60	173,626.80	Turkey	....	16,000.00
Spain	13,137.60	1,840.00	Java	....	360.00
United States	660,169.60	544,273.20			
Russia	562,340.00	447,734.00			

Of the above lumber, the following quantities were exported:

To—	1899.	1900.	To—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Belgium	175,498	198,618	Norway	14,142	132,475
Germany	360,616,905	288,329,011	Dutch East Indies	3,018	17,206
Africa (west coast)	67,430	79,420	Spain	2,090,000	....
Denmark	58,423	32,738	United States	2,200	3,300
France	18,876	7,973	Sweden	....	2,794
Great Britain	491,137	1,186,258			

Value of unsawed hard woods for the manufacture of furniture, etc., imported at Rotterdam.

From—	1899.	1900.	From—	1899.	1900.
Germany	$20,359.20	$31,362.00	Dutch Eas. Indies	$114,000.00	$226,040.00
Great Britain	83,876.00	181,688.00	Central America	2,000.00	....
France	10,944.00	1,768.00	Africa (east coast)	40.00	32.00
United States	16,507.20	60,250.00			

Quantities of unsawed hard wood exported.

To—	1899.	1900.	To—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Belgium	44,770	416,900	Great Britain	49,544	257,597
Germany	10,137,802	7,785,525	Russia	179,309	....
Italy	19,250	....	Norway	....	48,620

Value of sawed hard wood imported.

From—	1899.	1900.	From—	1899.	1900.
Belgium	$140.00	$6,360.00	Turkey	$3,840.00	....
Germany	11,035.60	14,013.00	United States	69,818.00	$98,693.60
France	800.00	160.00	Italy	920.00	2,160.00
Great Britain	51,676.00	43,624.00	Russia (Baltic)	....	44,800.00
Countries on the Danube	34,300.00	....			

Of sawed hard woods, the following quantities were exported:

To—	1899.	1900.	To—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Belgium	84,920	64,900	Russia	14,520	....
Germany	7,957,255	5,505,705	China	....	20,222
France	61,029	1,417	Philippine Islands	....	7,808
Great Britain	792	5,271	Denmark	....	17,285

Dyewoods imported at Rotterdam.

From—	1899.	1900.	From—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Germany	1,149,639	283,151	United States	7,514,320	3,355,000
Great Britain	111,723	74,800	Mexico	4,818,330	4,179,655
France	32,237	10,780	Central America	198,660	....
Haiti	1,599,367	3,603,336	Canada	....	2,294,380
Turkey	11,000	....	Countries on the Danube	....	11,000
Rio de la Plata	8,717,900	20,540,036			

Dyewoods exported from Rotterdam.

To—	1899.	1900.	To—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Belgium	59,510	22,000	Denmark	220,000	....
Germany	20,280,972	18,735,750	Russia	198,000	....
Great Britain	11,000	....			

Ground or chopped dyewoods imported at Rotterdam.

From—	1899.	1900.	From—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Belgium	49,379	22,957	Africa (west coast)		145
Great Britain	11,612	28,246	Rio de la Plata		3,058,000
Germany	231,937	45,705			

Exports of ground or chopped dyewoods.

To—	1899.	1900.	To—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Germany	24,240	112,413	Belgium	1,430	11,000

Imports and exports of logwood (Campeche).

Imports from—	1899.	1900.	Exports to—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Countries on the Danube	159,500		Germany		732,805
France		4,453			

Value of shoe tacks imported.

From—	1899.	1900.	From—	1899.	1900.
Germany	$82.40	$160.00	United States	$2,758.40	$4,298.40
Great Britain	540.00	608.00			

Eleven thousand six hundred and sixty pounds of shoe tacks were exported to Germany from January 1 to June 30, 1900.

Sawdust imported.

From—	1899.	1900.	From—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Great Britain	734	2,732	Germany		25,629

Sawdust exported.

To—	1899.	1900.	To—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Belgium	84,586	42,240	Germany	132,262	
Great Britain	1,105,375	1,221,990			

Willows, twigs, etc., imported.

From—	1899.	1900.	From—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Belgium	1,320	47,718	Germany	3,436	13,200
France	1,170		Great Britain		6,699

Willows, twigs, etc., exported.

To—	1899.	1900.	To—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Belgium	2,781		Norway	220	
Great Britain	229,858	624,272	Germany		6,714

Hoops imported.

From—	1899.	1900.	From—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Belgium	548		France	209	11,000
Great Britain	2,875		United States	660	1,056

Hoops exported.

To—	1899.	1990.	To—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Germany	268,242	266,147	Turkey	17,600	
Denmark	146,476	134,770	Sweden	251,020	97,482
Great Britain	3,691,233	4,215,290	Africa (west coast)		22,000
Norway	396,011	931,942	Belgium		385

Value of staves imported.

From—	1899.	1900.	From—	1899.	1900.
Norway	$2,800.00	$15,860.00	Germany	$139,897.60	$69,246.40
Austria	604.00	480.00	Great Britain	6,986.00	5,016.40
Russia	400.00	18,480.00	Countries on the Danube		48,000.00
United States	316,802.40	229,943.60			
Belgium	14,083.20	32,091.60			

Staves exported.

To—	1899.	1900.	To—	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
Dutch East Indies	9,528	10,824	Denmark	10,560	
Sweden	44,000		Great Britain	254,113	458,313
Norway	660	98,074	Portugal	89,478	2,200
Belgium	326,995	298,177	Cape of Good Hope	151,800	
Germany	9,749,117	11,406,659	United States		2,486
Africa (west coast)	901,538	1,168,190			

TRADE IN AMERICAN MANUFACTURES.

The trade in American cereal products, foodstuffs, fats, oils, etc., is, as will appear from other parts of this report, well established, and the Netherlands has imported these commodities from the United States for several years. American tools, though they have become known and appreciated more recently, are in general use. During the last six months, the trade in the latter has, however, not been as brisk as usual, and competition of European tool manufacturers seems to become sharper. American machinery, such as steam pumps, woodworking machinery and the like is, on account of its excellent quality and finish, rapidly gaining a foothold. American electrical appliances can not compete with the German, and will not be used to any extent here until they become cheaper. American hardware, especially stoves, seems to be losing its hold on this market and is, I am sorry to say, more and more supplanted by the cheaper articles made after American patterns in Germany. Our scales, however, are here to stay. Office furniture is in fair demand, but other kinds of furniture will probably not find ready sale here until the styles are manufactured more in accordance with Dutch taste. The principal kinds of American bicycles are regularly sold here by representatives of the manufacturers. The American typewriter of various patents is already seen in many Dutch offices, and will soon be indispensable in all. American shoes are hardly known here; earnest efforts have been made to introduce them, but, it is claimed, without success because of the seeming indifference of United States shoe manufacturers. I have observed that several good men have been trying to push American shoes, and I believe that they would have done very well if American manufacturers had had a little more confidence in them. Some prominent dealers had become interested, and if the samples ordered had reached Rotterdam in time, one or more stores would have been stocked with our shoes now. The samples, however, did not come and the conditions asked by the agents were not accepted; owing to this, the parties will most likely drop the article entirely.

The hints given in former reports to American manufacturers and exporters in general in regard to easier terms for payment, direct representation, appointment of agents, etc., still hold good.

Under date of December 15, 1897, I stated in my report on commerce and industries:[1]

> American manufacturers or exporters will not send goods without having cash payment, and importers here can not buy any quantity on such conditions. When a machine is bought here the purchaser does not pay for the same until after three months or so, when it has been proven that the machine furnished is satisfactory or as represented. Should it not be found satisfactory, it will be replaced. An importer getting a machine from the United States has to accept it as it comes, for he has paid for it probably two weeks or more before he receives it. When, upon arrival, the machine is found not to be as represented, or damaged, as sometimes happens, it loses much in value, if it does not become altogether unsalable.

For many American articles, among them vehicles, demand must yet be created. Catalogues will not do that; there must be American stock in this country.

In my report on vehicles, dated June 26, 1900,[2] I stated:

> If American manufacturers would, after sending some one over to study the needs of this country, intrust a reliable man understanding the trade with show and stock rooms here, I have no doubt that the American vehicle, if built somewhat after the Dutch pattern, would eventually find a market here; but the sending of catalogues to dealers, as has thus far been done, will not effect any sales, and no merchant will import a variety of styles of American vehicles if he has to pay for the same on delivery.
>
> If a large stock room were established in the Netherlands, f. i., at the Hague or Rotterdam, local carriage dealers could from there be supplied with American vehicles for their showrooms, and I have no doubt that such an arrangement would give satisfactory results to the American manufacturers and exporters.

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[1] Commercial Relations, 1896–97, Vol. II.

[2] See Special Consular Reports, Vehicle Industry in Europe.

The foregoing remarks may be applied to many lines of American manufactures.

Recently, agents of manufacturers have opened large American showrooms at Rotterdam, where many manufactures of wood and metal are permanently exhibited. If the enterprise obtains the cooperation of American manufacturers in general, it will greatly extend the market for various American manufactures in the Netherlands.

RATES OF EXCHANGE.

The following were the highest and lowest rates of exchange on the five principal European countries during the first half of 1900:

Market.	Lowest.	Highest.
London:	*Florins.*	*Florins.*
Short	12.05½	12.14
Three months	11.59	11.99
Paris:		
Short	47.77½	48.17½
Three months	47.20	47.67½
Germany:		
Short	58.65	59.15
Three months	57.50	58.30
St. Petersburg, three months	125	125.30
Vienna, three months	98.75	99.30

DISCOUNT RATES.

The following fluctuations took place in the rates of the Bank of the Netherlands during the early part of 1900:

Description.	January 1.	January 16.	January 29.	February 6.
	Per cent.	*Per cent.*	*Per cent.*	*Per cent.*
For bills	5	4½	4	3½
For promissory notes	5½	5	4½	4
On home stocks	5	4½	4	4
On foreign stocks	5½	5	4½	4½

POPULATION OF ROTTERDAM.

With a continual growth of ocean and inland traffic and an ever-expanding trade, it is natural that the population of Rotterdam should increase from year to year. According to the census of January 1, 1890, the population was 201,858; the census of January 1, 1900, showed a population of 319,866, and the present officially estimated population is 329,204.

I desire to acknowledge my indebtedness to the secretary of the Rotterdam Chamber of Commerce and to several prominent merchants of Rotterdam for much of the information contained in this report.

S. LISTOE, *Consul.*

ROTTERDAM, *November 19, 1900.*

PORTUGAL.

The bureau of statistics of the department of finance has recently published No. 1 of its commercial bulletins for the year 1900—that is to say, statistics of the foreign trade of Portugal during January of the present year.

It will be seen by the following tables that the indications are very promising for the present year.

The values are stated in contos of reis. Each conto (1,000,000 reis) at average exchange is equal to $750.

Imports for home consumption.

Articles.	January.			
	1899.		1900.	
	Contos of reis.	United States currency.	Contos of reis.	United States currency.
Live animals	216	$162,000	183	$137,250
Raw materials used in the arts and manufactures	1,561	1,170,750	1,921	1,440,750
Threads, tissues, felts, and fabrics of these materials	416	312,000	427	320,250
Alimentary substances	674	505,500	1,147	860,250
Apparatus, instruments; machines for the arts and sciences, industries, and agriculture; weapons, boats, and vehicles	231	173,250	207	155,250
Various manufactures	248	186,000	293	219,750
Cases and covers (tare)	7	5,250	6	4,500
Total	3,353	2,514,750	4,184	3,138,000

Exports of Portuguese produce and manufactures.

Articles.	January.			
	1899.		1900.	
	Contos of reis.	United States currency.	Contos of reis.	United States currency.
Live animals	354	$265,500	490	$367,500
Raw materials used in the arts and industries	298	223,500	354	265,500
Threads, tissues, felts, and fabrics of these materials	289	216,750	249	186,750
Alimentary substances	1,259	944,250	1,254	940,500
Apparatus, instruments; machines for sciences, arts, industry, and agriculture; weapons, boats, and vehicles	14	10,500	11	8,250
Various manufactures	142	106,500	172	129,000
Total	2,356	1,767,000	2,530	1,897,500

Since writing the foregoing report of imports and exports for January, official information has been published enabling me to give a comparative table between 1899 and 1900 from January 1 to March 31, which is as follows:

Imports for home consumption.

Articles.	January to March.			
	1899.		1900.	
	Contos of reis.	United States currency.	Contos of reis.	United States currency.
Live animals	488	$366,000	478	$358,500
Raw materials used in the arts and manufactures	5,464	4,098,000	6,675	5,006,250
Threads, tissues, felts, and fabrics of these materials	1,504	1,128,000	1,450	1,087,500
Alimentary substances	2,665	1,998,750	3,688	2,766,000
Apparatus, instruments; machines for the arts, sciences, industries, and agriculture; weapons, boats, and vehicles	678	508,500	677	507,750
Various manufactures	793	594,750	961	720,750
Cases and covers (tare)	25	18,750	19	14,250
Total	11,617	8,712,450	13,948	10,461,000

Exports of produce and manufactures.

Articles.	January to March.			
	1899.		1900.	
	Contos of reis.	United States currency.	Contos of reis.	United States currency.
Live animals	852	$639,000	1,098	$823,500
Raw materials used in the arts and manufactures	1,133	849,750	1,263	947,250
Threads, tissues, felts, and fabrics of these materials	795	596,250	782	586,500
Alimentary substances	3,945	2,958,750	4,117	3,087,750
Apparatus, instruments; machines for sciences, arts, industry, and agriculture; weapons, boats, and vehicles	35	26,250	36	27,000
Various manufactures	469	351,750	596	447,000
Total	7,229	5,421,750	7,892	5,919,000

CURRENCY IN PORTUGAL.

With regard to changes in currency values, the average depreciation in Portuguese currency for the first quarter of 1900 was 47 per cent, and for the second quarter 43 per cent.

The currency in question is mainly fiduciary paper, and the Portuguese 10-milreis note, which in 1890 was worth $10.80, and was then convertible into gold, has for the last four years fluctuated between $7.10 and $7.50 in value, and is now inconvertible, or without any stated value guaranteed by the Government.

The mint's operations are reduced to a minimum, as no gold has been coined for some time. Recently, the silver coins of 100 reis (about 7½ cents) have been called in and nickel coins, issued in their place, and likewise in place of the extremely small notes of 100 reis (7½ cents) and 50 reis (3¾ cents) each.

GOLD MINING IN THE PORTUGUESE COLONY OF MANICA.

The accounts that the Portuguese Gold Mining Company of Manica (on the borders of Lourenço Marquez) has lately received of the analyses of a portion of ore extracted from a vein in the valley of Chua, state that they give the extraordinary result of 901 grams per ton of ore.

Previous analyses made of ore from the same vein, but in a different spot, yielded 44 grams of gold per ton of ore.

TELEGRAPHS.

The only important extension of the Portuguese telegraph service for many years is the cable, lately completed, connecting the Azores and the United States.

HARBORS OF PORTUGAL.

The principal improvements in harbor facilities in Portugal have been in the form of new docks in Lisbon, which are still in course of construction, and when finished, will, it is thought, make Lisbon one of the most convenient ports in Europe for commerce.

The port of Leixoes, near Oporto, completed a few years ago at a considerable outlay, is destined to become a valuable harbor. Since its construction, several lines of steamers have made it a port of call. Formerly, such steamers were in winter time deterred from calling at Oporto, owing to the dangerous bar to be crossed and recrossed, the latter often after long detention.

PILOTAGE OF VESSELS, WHETHER STEAMERS OR SAILING VESSELS.

On leaving the port of Lisbon or on entering it as far as Beleno, the rates charged are as follows: Up to 240 cubic meters, 30 reis (approximately 2¼ cents American) per meter; for every meter above 240 and not exceeding 500 meters, 5 reis (about two-fifths of a cent) per meter. But whatever number of cubic meters the measurement of a vessel may be, the charge for entry or departure shall never be less than 4,000 reis ($3 United States currency), and the maximum charge shall never exceed 13,500 reis ($10.13).

For the services of a pilot within the river, the following are the rates, applicable alike to steam or sailing vessels:

Up to 240 cubic meters, 1,200 reis (90 cents) per meter; for every cubic meter above 240, 5 reis (about two-fifths of a cent); but whatever the measurement of the vessel may be, the pilotage shall not exceed 3,200 reis ($2.40).

The pay for every day's work, after the day on which the pilot boards the vessel, besides the daily ration on board, shall be 800 reis (60 cents).

J. H. THIERIOT, *Consul.*

LISBON, *September 25, 1900.*

RUSSIA.

REPORT FROM CONSULATE-GENERAL AT ST. PETERSBURG.

In pursuance to instructions contained in Department circular, I give below figures of the commerce of Russia, according to the latest data:

Exports from Russia.

TO GERMANY.

Articles.	Amount.		Value.	
	1899.	1898.	1899.	1898.
VICTUALS.	*Tons.*	*Tons.*		
Wheat	92,304,000	278,932,000	$2,414,320	$9,101,080
Rye	398,822,000	452,376,000	8,165,842	9,490,935
Barley	3,617,532,000	458,262,000	7,339,780	7,460,350
Oats	27,234,000	54,414,000	584,010	1,152,055
Maize	26,014,000	53,941,000	466,075	891,980
Pease	65,772,000	37,872,000	836,360	891,980
Haricots, beans, and lentils	38,376,000	14,310,000	594,310	436,720
Furfur	300,078,000	217,710,000	3,954,170	2,874,215
Different cereals (in grains, flour, and groats)	20,430,000	8,226,000	452,470	253,895
Sugar	17,082,000	15,984,000	5,157,210	5,372,995
Other victuals	....	....	3,361,705	3,764,890
Total	....	....	33,168,790	42,438,370
RAW MATERIALS.				
Fir-tree and pine timber	....	....	3,844,990	5,611,440
Planks	....	....	3,126,050	3,560,710
Different timber	....	....	2,728,470	2,607,445
Flaxseed	37,044,000	45,504,000	1,337,455	1,578,475
Flax	53,514,000	53,244,000	7,019,750	6,479,215
Tow	12,060,000	8,262,000	916,700	702,460
Hemp	32,022,000	30,492,000	3,367,070	3,438,655
Hides	8,280,000	8,118,000	2,120,770	2,174,845
Bristles	1,818,000	1,854,000	2,120,700	2,087,295
Wool	3,402,000	2,772,000	836,460	793,615
Manganese	8,176,000	10,638,000	128,235	83,945
Platina	3,366,000	1,710,000	1,323,035	416,120
Total	....	....	10,812,970	9,696,935

Exports from Russia—Continued.

TO GERMANY—Continued.

Articles.	Amount.		Value.	
	1899.	1898.	1899.	1898.
ANIMALS.				
Geese, alive			$2,290,720	$2,807,780
Poultry, alive			495,430	
Fowl, slaughtered			223,025	281,190
Wild fowl			41,715	
Boars and hogs			1,372,990	1,342,090
Horses			1,937,945	1,779,840
Other animals			158,470	123,085
Total			6,515,295	6,333,985
MANUFACTURES.	*Pairs.*	*Pairs.*		
Rubber shoes	756,000	1,098,000	470,710	86,060
Other articles			1,193,255	1,025,365
Total			1,663,965	1,111,425
Grand total			17,992,230	17,142,345

TO HOLLAND.

	Tons.	*Tons.*		
Victuals			$16,550,555	$29,188,140
Cheese and prepared material			8,478,445	7,905,755
Animals			65,405	90,640
Different articles			4,841	27,810
Total			25,099,246	37,212,345
Wheat	149,292,000	500,742,000	3,901,640	15,187,350
Rye	236,538,000	290,718,000	5,253,515	5,948,250
Barley	197,406,000	245,142,000	3,487,380	3,929,965
Oats	112,860,000	115,920,000	2,246,945	2,370,545
Pease	7,020,000	10,854,000	165,315	222,460
Cereals	59,688,000	50,670,000	1,094,375	786,405
Total			16,149,170	28,344,975
Planks			1,950,820	1,423,460
Flaxseed	81,702,000	102,150,000	3,109,470	3,436,080
Manganese	165,810,000	103,199,000	922,365	596,885
Total			5,982,655	5,456,425

TO FRANCE.

	Tons.	*Tons.*		
Victuals			$15,802,775	$22,639,400
Cheese and prepared material			14,322,150	12,193,650
Animals			236,385	159,185
Articles			472,255	333,720
Total			30,833,565	35,325,910
Wheat	516,852,000	612,000,000	13,776,765	4,668,585
Barley	9,216,000	50,688,000	162,225	786,405
Oats	38,556,000	37,800,000	744,175	709,670
Maize	44,464,000	69,718,000	579,890	965,625
Other cereals	11,304,000	17,208,000	1,135,575	408,910
Total			16,398,630	7,539,195
Planks			1,454,875	1,118,065
Flaxseed	13,032,000	12,258,000	516,030	415,605
Flax	72,360,000	53,410,000	895,885	6,044,555
Petroleum and naphtha	68,868,000	46,422,000	605,125	398,610
Total			3,471,915	7,976,835
Grand total			107,935,181	121,856,685

Exports from Russia—Continued.

TO ENGLAND.

Articles.	Amount.		Value.	
	1899.	1898.	1899.	1898.
VICTUALS.	*Tons.*	*Tons.*		
Wheat	211,338,000	443,646,000	$5,514,620	$13,517,720
Rye	146,286,000	116,424,000	3,106,995	2,282,995
Barley	356,904,000	542,808,000	6,016,230	8,307,465
Oats	277,362,000	201,114,000	5,646,460	4,094,765
Maize	157,446,000	160,308,000	2,255,700	2,466,335
Pease	58,172,000	48,726,000	1,345,695	1,010,945
Haricots, beans, lentils	44,082,000	37,926,000	1,102,100	974,895
Furfur	3,636,000	1,908,000	42,745	23,175
Other cereals	5,148,000	9,864,000	123,600	476,375
Eggs	8,766,000	7,542,000	4,391,405	4,009,790
Sugar, powdered	5,796,000	5,130,000	260,075	226,600
Other victuals	....	....	521,180	823,485
Total	....	....	30,326,805	38,214,545
RAW MATERIALS.				
Fir-tree and pine timber	....	....	31,930	31,930
Planks	....	....	9,260,215	7,799,160
Other timber	....	....	1,610,920	2,842,285
Flaxseed	74,376,000	68,904,000	2,673,365	1,320,590
Flax	71,802,000	74,466,000	6,819,630	7,497,370
Tow	17,460,000	12,456,000	1,113,000	867,775
Hemp	7,074,000	6,156,000	647,355	570,105
Hides	2,538,000	1,386,000	668,470	313,635
Bristles	612,000	522,000	1,262,265	579,890
Wool	6,876,000	6,444,000	12,231,125	1,199,435
Manganese	152,334,000	89,618,000	957,900	518,605
Platina	324,000	3,186,000	135,960	636,540
Total	....	....	37,412,135	24,177,320
ANIMALS.	*Number.*	*Number.*		
Geese, alive	18,000	144,000	515	3,605
Poultry	202,000		9,785	
Fowl, slaughtered	23,670,000	25,808,000	368,225	405,305
Wild fowl	6,714,000		73,130	
Boars and hogs	....	....	1,030	....
Horses	1,368,000	1,260,000	299,730	228,145
Other animals	....	....	163,255	88,580
Total	....	....	915,670	725,635
MANUFACTURES.	*Pairs.*	*Pairs.*		
Rubber shoes	36,000	72,000	30,900	16,995
Other articles	....	....	524,785	497,490
Total	....	....	555,685	514,485
Grand total	....	....	69,210,295	63,631,985

TO AUSTRIA.

	Tons.	*Tons.*		
Victuals	....	....	$7,866,625	$15,050,360
Cheese	....	....	5,094,895	5,909,110
Animals	....	....	486,720	550,535
Different articles	....	....	330,115	334,235
Total	....	....	13,728,355	21,844,240
Wheat	60,750,000	148,068,000	1,513,070	4,126,180
Rye	18,818,000	78,606,000	316,210	1,474,960
Barley	9,900,000	46,908,000	142,655	654,565
Oats	2,808,000	9,216,000	45,835	159,135
Millet	7,380,000	6,518,000	18,655	108,150
Maize	53,244,000	166,374,000	763,230	2,463,245
Other cereals	28,926,000	33,678,000	431,570	535,085
Total	....	....	3,231,225	9,521,320

Exports from Russia—Continued.

TO AUSTRIA—Continued.

Articles.	Amount.		Value.	
	1899.	1898.	1899.	1898.
	Tons.	*Tons.*		
Eggs	2,736,000	10,800,000	$3,617,875	$4,600,495
Flax	10,422,000	14,220,000	1,404,920	1,963,695
Hemp	622,000	648,000	39,655	50,470
Feathers	864,000	1,098,000	243,595	399,640
Kerosene oil	51,480,000	79,920,000	479,465	346,595
Total			5,785,510	7,360,895

TO BELGIUM.

	Tons.	*Tons.*		
Victuals			$3,891,885	$6,120,775
Cheese and prepared material			8,155,025	8,579,385
Animals			19,055	23,175
Handiwork			52,015	102,485
Wheat	21,006,000	66,114,000	529,935	1,945,670
Barley	80,568,000	108,252,000	1,456,935	1,720,615
Oats	13,410,000	13,356,000	252,350	278,615
Maize	96,768,000	54,684,000	694,220	725,120
Other cereals	15,372,000	25,308,000	1,451,785	550,535
Total			16,503,205	20,046,375
Planks			838,935	722,030
Flaxseed	14,040,000	22,536,000	702,460	758,595
Flax	39,168,000	40,032,000	3,617,360	3,968,075
Kerosene oil	28,566,000	34,200,000	262,650	301,790
Total			5,421,405	5,750,490
Grand total			44,669,700	64,523,320

TOTAL AMOUNT OF WARES EXPORTED.

To—	Value of wares.		
	1899.	1898.	1897.
Germany	$84,274,600	$92,409,540	$90,257,355
England	66,521,520	72,051,590	77,717,620
Holland	25,142,815	37,212,355	44,937,355
France	30,833,565	35,325,910	32,828,675
Austria	13,728,355	21,844,240	20,131,865
Italy	14,293,825	28,123,120	16,207,565
Belgium	12,118,980	14,825,820	16,846,680
Turkey	6,326,775	7,247,080	6,533,290
Denmark	6,355,615	5,076,355	4,807,010
Egypt	2,875,760	3,464,405	2,995,240
Roumania	3,395,910	6,527,625	5,626,890
Sweden	4,796,195	4,282,740	4,548,480
Norway	2,548,220	2,302,050	3,173,430
East Indies	1,431,185	955,840	986,740
United States	2,494,660	1,552,210	1,394,105
China	697,825	326,510	519,120
Other countries	13,951,350	14,424,635	15,494,805
Finland	18,048,690	17,130,960	15,672,480
Total	309,835,845	365,082,985	360,678,705

Imports into Russia.

FROM GERMANY.

Articles.	Amount.		Value.	
	1899.	1898.	1899.	1898.
VICTUALS, ETC.	*Tons.*	*Tons.*		
Rice	5,670,000	2,268,000	$413,030	$201,880
Fresh fruit	630,000	612,000	134,415	114,330
Fresh oranges and lemons	5,364,000	3,582,000	403,760	272,435
Fruits and berries, dried	797,000	648,000	146,260	115,360
Coffee, raw	5,022,000	4,572,000	1,749,970	1,688,685
Tea	126,000	900,000	74,675	522,210
Tobacco	270,000	234,000	633,965	465,045
Spirits and wine			1,322,520	1,116,520
Mineral waters	41,688,000	31,572,000	290,975	243,595
Cheese	414,000	360,000	172,010	149,865
Fish, fresh, salt, preserved, and smoked	32,220,000	23,184,000	1,541,395	907,945
Total			6,882,975	5,797,870
RAW MATERIALS.				
Hops	576,000	424,000	132,780	130,810
Guano, bones, phosphate	23,238,000	15,192,000	202,930	128,750
Lard	7,020,000	4,482,000	757,050	400,155
Wax	4,158,000	4,050,000	1,269,475	1,192,225
Leather:				
Dressed	1,152,000	1,080,000	1,195,830	1,191,195
Undressed	14,736,000	13,212,000	1,735,550	1,664,480
Timber	20,272,000	16,704,000	398,095	426,420
Seeds and plants	18,486,000	16,056,000	1,506,890	1,368,870
Building materials	71,910,000	64,332,000	634,480	517,875
Stone	42,066,000	36,090,000	470,710	424,875
Polished materials	3,744,000	3,582,000	545,900	440,840
Coal	783,036,000	564,480,000	2,390,630	1,341,060
Coke	225,504,000	195,534,000	1,149,995	1,016,610
Chemical materials	58,514,000	52,074,000	3,895,975	3,384,580
Tannin	21,618,000	12,816,000	643,750	416,635
Dyestuffs	18,450,000	14,238,000	3,369,645	2,922,050
Pig iron	22,626,000	18,612,000	334,750	253,895
Iron	142,164,000	188,190,000	4,646,330	1,182,875
Steel	14,472,000	21,546,000	418,180	784,345
Brass, aluminum, nickel	6,188,000	6,732,000	1,934,340	1,605,770
Oils	1,962,000	1,642,000	518,605	395,520
Tin	436,000	436,000	208,060	144,200
Pig lead	10,494,000	9,054,000	714,820	511,910
Rolled lead	1,152,000	1,296,000	75,705	79,825
Zinc	10,278,000	9,990,000	935,265	716,880
Paper	8,190,000	7,884,000	385,735	312,605
Cotton	12,348,000	4,320,000	1,741,215	643,750
Silk	324,000	270,000	1,250,935	905,370
Total			33,481,625	24,494,375
Wool, uncombed unspun	6,120,000	6,876,000	3,577,190	3,360,375
Cotton thread	1,080,000	954,000	916,700	770,440
Total			4,493,890	4,130,815
Grand total			44,858,490	34,423,060
MANUFACTURES.	*Tons.*	*Tons.*		
Trunks and other articles of leather	54,000	54,000	174,585	162,740
Transmission belts	90,000	90,000	98,365	85,490
Joiners' and turners' articles	1,908,000	1,872,000	683,920	625,725
Bricks and tiles	82,408,000	63,270,000	545,385	464,015
Pottery	8,334,000	7,110,000	412,515	381,615
China and crockery	1,206,000	792,000	600,490	471,740
Glass	1,350,000	1,098,000	504,420	431,055
Caoutchouc	252,000	198,000	301,545	182,825
Gold and silver plated wares	12	10	825,030	952,235
Copper, alloy wares	1,872,000	1,800,000	1,401,830	1,319,430
Pig iron	9,216,000	8,298,000	1,087,165	980,560
Iron and steel	13,680,000	15,264,000	2,620,320	2,649,675
Tin	2,538,000	2,448,000	815,245	799,280
Wire	4,032,000	3,240,000	1,135,575	838,420
Wire articles	2,142,000	1,908,000	1,036,180	923,395
Different metallic articles	7,110,000	6,912,000	2,693,965	2,551,310
Machines and apparatus	68,166,000	41,422,000	17,501,760	12,135,975
Tenders and cars	2,790,000	1,062,000	829,665	325,480
Agricultural machinery	14,490,000	12,726,000	2,232,525	2,093,990
Total			35,500,485	28,374,965

Imports into Russia—Continued.

FROM ENGLAND.

Articles.	Amount.		Value.	
	1899.	1898.	1899.	1898.
VICTUALS, ETC.	*Tons.*	*Tons.*		
Rice	1,260,000	936,000	$79,310	$9,270
Fresh				515
Oranges and lemons	126,000	108,000	8,755	8,240
Fruits and berries, dried	36,000	54,000	7,725	9,270
Coffee, raw	1,602,000	1,836,000	512,425	599,460
Tea	4,500,000	4,158,000	2,487,965	2,385,480
Tobacco			6,695	6,180
Spirits and wine			245,140	270,375
Mineral waters	1,350,000	1,080,000	7,725	8,240
Cheese	8,000	8,000	6,695	6,180
Fish, fresh	30,780,000	45,828,000	1,373,505	1,380,715
Total			4,735,960	4,683,925
RAW MATERIALS.				
Hops				1,030
Guano, bones, phosphate	34,002,000	28,296,000	456,805	389,340
Lard	22,014,000	32,508,000	2,147,037	2,849,495
Wax	1,494,000	1,998,000	262,650	275,010
Leather:				
Dressed	774,000	684,000	634,995	564,440
Undressed	1,530,000	1,278,000	216,815	157,590
Timber	1,944,000	1,296,000	96,305	109,695
Seeds and plants	15,390,000	20,268,000	730,270	980,045
Building materials	81,720,000	68,526,000	210,695	270,890
Stone	7,398,000	7,272,000	203,425	152,955
Polished materials	936,000	990,000	91,155	98,365
Coal	3,185,054,000	2,002,918,000	9,192,750	4,518,610
Coke	97,974,000	80,044,000	484,100	497,490
Chemical materials	17,886,000	21,996,000	1,176,260	1,403,375
Oils	2,466,000	2,754,000	401,185	376,980
Tannin	3,438,000	3,402,000	170,980	160,165
Dyestuffs	6,696,000	7,200,000	409,940	732,845
Pig iron	85,446,000	79,254,000	1,281,835	1,131,455
Iron	62,406,000	53,586,000	2,035,280	1,794,775
Steel	19,332,000	21,214,000	582,465	1,099,525
Brass, aluminum, nickel	4,194,000	6,354,000	1,255,055	1,469,810
Tin	1,890,000	2,340,000	893,010	688,555
Pig lead	13,248,000	12,798,000	847,175	729,240
Rolled lead	1,512,000	2,034,000	99,910	117,935
Zinc	90,000	180,000	9,785	10,815
Paper	1,908,000	1,904,000	63,345	37,595
Cotton	7,452,000	3,114,000	1,065,020	555,170
Silk, raw	18,000		44,290	8,755
Wool, uncombed, unspun	2,142,000	2,610,000	1,015,065	923,910
Cotton thread	1,350,000	1,044,000	1,358,055	1,096,435
Total			27,437,657	23,202,295
Grand total			32,173,617	27,886,220
MANUFACTURES.				
Trunks and articles of leather			5,665	3,065
Transmission belts	36,000	36,000	35,535	43,260
Joiners' and turners' articles	882,000	612,000	236,385	169,435
Bricks and tiles	96,264,000	77,652,000	657,140	721,515
Pottery	1,476,000	1,080,000	141,625	134,415
China and crockery	594,000	612,000	149,865	147,745
Glass	216,000	180,000	57,680	56,650
Caoutchouc	90,000	108,000	105,060	104,545
Gold, silver, and plated wares ......lbs..	288	360	7,210	18,025
Copper and alloy wares	216,000	216,000	132,870	113,300
Pig iron	4,158,000	3,150,000	267,800	194,670
Iron and steel	9,108,000	7,506,000	1,745,335	1,234,970
Tin	630,000	1,152,000	150,895	244,625
Wire	1,962,000	990,000	314,665	178,705
Wire articles	576,000	540,000	224,540	192,610
Different metallic articles	2,736,000	5,328,000	732,845	745,205
Machines and apparatus	48,996,000	42,408,000	13,240,135	11,688,440
Tenders and cars	216,000	414,000	58,710	106,096
Agricultural machinery	1,980,000	3,240,000	288,400	632,420
Total			18,522,360	16,730,236

Imports into Russia—Continued.

FROM FRANCE.

Articles.	Amount.		Value.	
	1899.	1898.	1899.	1898.
	Tons.	*Tons.*		
Fruits ....tons..	342,000	468,000	$73,130	$98,215
Spirits ....barrels..	666,000 409,000	549,000 357,000	408,395 476,375	334,750 404,275
Wines, grape ....barrels..	3,582,000 954,000	3,312,000 808,000	1,218,490 1,401,830	1,119,610 1,148,965
Preserved fish	1,584,000	1,494,000	522,210	519,120
Leather:				
Undressed	1,242,000	1,242,000	159,135	170,465
Dressed	72,000	72,000	85,490	91,670
Plants, grain	2,256,000	4,500,000	110,210	183,855
Bricks	35,154,000	39,636,000	237,980	278,100
Oils	1,350,000	1,116,000	360,500	288,400
Cosmetics	90,000	90,000	248,745	253,870
Dyestuffs	6,732,000	5,004,000	370,285	348,140
Copper, alluminum, and nickel	414,000	252,000	152,955	69,010
Lead	2,160,000	2,340,000	136,990	129,780
Brass and alloy articles	90,000	72,000	102,485	83,430
Iron and steel articles	684,000	918,000	165,315	107,120
Handiwork instruments	396,000	468,000	92,185	124,115
Machines and apparatus	1,980,000	1,386,000	561,865	367,195
Stationery	234,000	216,000	186,945	160,165
Pictures and books	72,000	72,000	80,855	89,095
Silk, raw	270,000	386,000	1,036,180	1,219,520
Wool, uncombed	1,566,000	1,764,000	1,094,890	1,173,170
Silk, twisted	36,000	144,000	16,995	89,095
Wool, combed	540,000	424,000	348,665	361,530
Silk articles	210,000	238,000	,413,930	352,775
Woolen articles	72,000	90,000	222,995	198,275
Embroideries and laces	72,000	90,000	117,420	108,665
Different goods	....	....	3,138,410	3,147,165
Total	....	....	13,553,795	13,014,540

FROM AUSTRIA.

Articles.	Amount.		Value.	
	1899.	1898.	1899.	1898.
Flour, malt, and groats	936,000	936,000	$42,745	$38,110
Fruits	972,000	1,260,000	91,670	95,790
Coffee, grain	630,000	896,000	173,555	108,665
Spirits of wine	....	....	318,010	341,445
Mineral waters	15,822,000	12,438,000	114,845	87,035
Different waxes	1,008,000	432,000	170,465	81,885
Undressed leathers	1,236,000	774,000	94,245	86,005
Shoes and boots	18,000	....	40,685	30,385
Forest materials	234,612,000	198,576,000	1,694,965	1,424,490
Joiners' and turners' articles	450,000	414,000	183,340	129,780
Plants and grains	3,581,000	5,364,000	208,575	360,500
Clay, coke, and cement	3,581,000	3,672,000	28,840	31,930
Stones	12,798,000	5,508,000	119,995	66,950
Glass	810,000	288,000	103,515	93,215
Cokes	231,066,000	168,732,000	1,225,700	864,685
Chemicals	7,812,000	6,732,000	300,760	282,220
Oils	360,000	324,000	96,275	113,300
Tannin	2,412,000	3,546,000	92,700	124,630
Dyeing materials	1,368,000	1,242,000	718,940	947,175
Brass and copper materials	216,000	198,000	136,990	139,050
Iron and steel materials	792,000	522,000	127,205	90,640
Tin materials	666,000	828,000	143,685	227,630
Wire materials	342,000	234,000	182,355	104,545
Hay knives	1,962,000	2,646,000	503,155	428,995
Instruments	378,000	432,000	78,795	84,975
Machines and apparatus	5,844,000	3,312,000	1,188,105	678,255
Agricultural machinery and instruments	2,862,000	2,268,000	393,335	306,940
Stationery	288,000	1,080,000	119,995	125,660
Pictures and books	198,000	180,000	115,745	134,930
Silk, raw	198,000	144,000	304,880	183,855
Wool:				
Uncombed, unspun	864,000	972,000	419,725	382,645
Combed, spun	288,000	342,000	303,850	406,335
Woolen material	90,000	72,000	167,890	108,665
Trimmed and knit articles	234,000	216,000	62,315	55,620
Buttons	54,000	54,000	102,485	97,335
Different goods	....	....	4,007,730	2,282,995
Total	....	....	14,036,965	11,689,080

Imports into Russia—Continued.

FROM BELGIUM.

Articles.	Amount.		Value.	
	1899.	1898.	1899.	1898.
	Tons.	*Tons.*		
Spirits, wine			$176,130	$150,380
Skins:				
Natural	1,692,000	576,000	341,445	123,085
Tanned	90,000	108,000	93,730	96,305
Bricks	81,234,000	58,896,000	582,980	577,830
Glass materials	324,000	108,000	28,325	27,810
Looking-glass, plate glass			15,450	104,030
Chemical articles	936,000	4,306,000	61,285	224,025
Dyeing materials	4,472,000	1,224,000	81,370	772,250
Pig iron	12,852,000	825,000	187,975	68,495
Iron	56,862,000	85,518,000	1,791,685	2,807,780
Steel	8,640,000	21,701,000	270,890	971,805
Brass and nickel	180,000	234,000	115,360	55,105
Lead	3,096,000	6,480,000	197,245	382,130
Zink	522,000	774,000	15,320	55,105
Iron and steel articles	4,214,000	3,546,000	560,320	491,310
Different metallic articles	436,000	414,000	240,505	196,275
Machines and apparatus	6,858,000	8,676,000	1,185,015	1,269,475
Locomotives	288,000	270,000	63,345	82,915
Wool, uncombed, unspun	1,044,000	4,716,000	621,090	1,208,705
Different wares			2,021,375	1,559,420
Total			8,650,840	11,224,235

TOTAL AMOUNT OF IMPORTS.

Goods imported from—	1899.	1898.	1897.
Germany	$118,889,295	$104,118,065	$92,625,325
England	66,616,795	58,752,230	52,538,240
France	14,570,380	13,957,530	12,709,685
Austria	15,865,090	12,319,830	9,938,470
Belgium	9,258,155	12,158,120	12,894,055
Italy	4,744,695	5,237,035	5,437,885
Switzerland	3,629,720	3,009,145	2,441,615
Turkey	3,394,880	3,277,460	2,876,275
Holland	5,882,330	5,035,155	3,019,445
Sweden	3,102,360	2,121,800	2,098,110
Norway	2,890,695	2,777,910	2,769,155
Denmark	1,592,895	2,703,235	970,260
Roumania	1,060,900	961,595	696,280
United States	22,530,735	25,776,780	24,761,200
Egypt	6,693,970	11,657,540	12,406,865
China	6,960,225	7,221,845	7,121,420
East Indias	2,714,050	2,350,975	2,513,200
Finland	9,496,600	9,843,195	8,965,635
Other countries	6,260,855	6,156,310	5,110,345
Total	306,154,625	289,438,755	261,893,465

W. R. HOLLOWAY,
Consul-General.

ST. PETERSBURG, *September 6, 1900.*

SUPPLEMENTARY: UNITED STATES TRADE.

The relations between the United States and Russia were never so cordial as they are at the present time, and it is most unfortunate that Russia has been in the throes of financial depression for the past year, which is largely due to repeated crop failures and the credit system, as American exporters, not familiar with Russian business methods, are now making special efforts to extend their trade in this country. There has been an unusual number of failures during the past year and stocks of all kinds are depressed, but the situation in China is growing less serious, and the belief that Russia will not become involved in a general war is contributing to the restoration of confidence and stocks are recovering. The necessity for the recent order of the minister of finance, temporarily increasing the already heavy customs duties, in some instances as much as 50 per cent, to meet the expenses of the Russian army in the Far East, is deeply regretted. Exporters should examine the field and existing conditions before extending credits in Russia, where a large per cent of the business is done upon three, six, nine, and even twelve months time. There is no commercial agency or system of reporting the financial condition of business men or corporations, and public sentiment among business men is opposed to such organization. This information is only to be had from attorneys who make a specialty of commercial business; the cost of each report being between five and twenty-five dollars, according to the amount of time required to examine records.

In order to relieve the stringency in money matters, the minister of finance has assisted several banks to tide over the crisis, and the Government continues to push the work of constructing railroads, battle ships, and rapid-firing guns for the army and navy. Gold continues to circulate freely and banks urge it on their customers. Bankers state that Mr. Witte, the minister of finance, if he desired to do so, could place any reasonable amount of bonds, if he would pay the market interest; but having placed his last loan at 4 per cent, he is not willing to increase the rate, and gold can not be had now at that figure.

This consulate has received a large number of letters from the United States during the past year asking for the names of dealers in coal, but so far, only three cargoes of American coal have reached this port. This part of Russia's supply comes from Cardiff. Russian dealers will purchase only coal delivered at Cronstadt. There is no regular line of steamers between the United States and Russia. It requires thirty-five days to make the trip from Newport News to Cronstadt, and the cost is 20 shillings ($4.86) per ton, while from Cardiff it costs but 9 shillings ($2.18) per ton, and vessels coming to Russian ports must go to some other country in order to procure freight for the United States; there is no fixed rate for freight between the United States and Russia, the price being regulated by supply and demand.

The surest and best method of extending trade is to send a competent agent, one who speaks German preferred, as the business of Russia is in the hands of Germans. Only the largest dealers have employees who understand English, hence a large per cent of the printed matter in English sent to Russia is wasted. Agents for American goods in Russia object to doing all the work, and then giving the bulk of the commission to an agent in England or Germany. Experience has proved that Russian agents who deal direct with the home office have produced the most satisfactory results.

Russia does not recognize the right of her subjects to change their citizenship; hence Russians who have emigrated to the United States and desire to return to Russia at any time in the future should petition the Emperor for permission to change their allegiance, which is usually granted, before applying to the American courts for naturalization. Unless such persons receive this permission, they are liable to arrest and imprisonment if they afterwards visit Russia. Such arrests are not infrequent in Poland and other provinces remote from St. Petersburg, and it often happens that some days elapse before the nearest consul learns of the arrest. Sometimes, too, the consul is unable to secure the release, especially if the person is a Hebrew, and the facts must be presented to the American ambassador at St. Petersburg, when the matter becomes the subject of diplomatic correspondence with the Russian foreign office, whose decision is delayed until a report is received from the local authorities who made the arrest; and while the prisoner is always released, he may have remained in jail from three days to a month.

No person is permitted to enter Russia without a proper passport, and foreigners must have the same viséed by the Russian consul-general at either New York, London, Paris, Berlin, Hamburg, or Stockholm, before reaching Russia, or they will not be permitted to cross the frontier. Russian consuls as a rule refuse to visé the passports of Hebrews, and if they succeed in getting over the border, they are under constant police surveillance and their stay in Russia is limited to a few days.

Travelers, other than Hebrews, will find Russia a free, pleasant, and comfortable country to visit, and far more interesting than any other in Europe. The people are kindly disposed and especially hospitable toward Americans.

W. R. HOLLOWAY,
Consul-General.

ST. PETERSBURG, *September 19, 1900.*

RUSSIAN EXPORT AND IMPORT TRADE WITH THE UNITED STATES IN 1899.

Classification, amount, and value of wares.

EXPORTS.

Articles.	Quantity.	Value.
	Pounds.	
Tea	2,376	$1,534.19
Victuals	1,692	99.40
Sweetroot	21,417,984	306,396.16
Flax	3,136,896	156,994.15
Hemp	22,824	326.51
Furs	1,046,628	171,804.52
Leathers	625,572	132,450.61
Horsehair	81,684	23,378.43
Wool	5,568,840	69,097.32
Manganese	416,302,812	756,383.59
Rock oil	108,180	1,104.16
Old rubber shoes	557,324	12,401.77
Different undressed materials	27,144	1,921.68
Metallic wares	185,688	52,837.46
Wooden wares	5,760	566.50
Books	50,580	14,471.50
Different wares	10,548	257.47
Total	449,152,532	1,702,125.42

Classification, amount, and value of wares—Continued.

IMPORTS.[a]

Articles.	Quantity.	Value.
	Pounds.	
Maize	22,924,656	$208,078.77
Rice	195,480	5,080.78
Oats (herkules)	47,520	6,463.25
Coffee, in grains	41,436	6,445.28
Cacao, in grains	24,156	618.00
Tobacco:		
In leaves	21,096	14,465.32
In cigars	1,116	5,992.54
Animal lard	3,417,084	184,118.17
Paraffin	1,597,788	111,368.24
Hides, undressed, salted	2,711,160	181,001.90
Furs	52,668	98,448.30
Timber	3,968,532	485,429.85
Coal	6,571,872	13,261.86
White resin	49,218,120	797,247.81
Magnesia	1,756,320	515,000.00
Tannin	10,836,036	16,882.15
Talc	1,855,224	16,995.00
Zinc plates	111,384	6,272.61
Copper	3,022,524	469,369.21
Copper wares	57,600	13,976.07
Pig-iron wares	234,216	23,672.81
Iron and steel wares	1,457,352	98,696.53
Tinwares	41,976	4,787.44
Cotton	220,905,688	17,880,692.56
Rural machines	7,987,456	548,792.76
Locomotive engines	4,452,804	339,127.50
Machines and apparatus of pig iron, iron, and steel	8,616,264	463,216.92
Handicraft instruments	216,468	26,645.07
Physical and mathematical instruments	17,172	11,521.07
Jute	4,105,944	196,226.85
Towropes	265,644	12,473.90
Different wares	22,584,712	474,910.34
Total	374,267,468	22,094,073.21

[a] Reports of imports from the United States are misleading, for the reason that there is no direct line of steamers between American and Russian ports, hence a large per cent of American goods intended for Russia is consigned to agents at English, German, and Dutch ports, where it is reshipped to Russia.

W. R. HOLLOWAY,
Consul-General.

ST. PETERSBURG, *September 19, 1900.*

Exports from St. Petersburg, 1900.[1]

Crash	barrels..	2,254	Dressed leather	pounds..	145,495
Sheet iron	pounds..	240,722	Cordage	do....	374,626
Hemp	do....	407,777	Oakum	do....	688,331
Flax	do....	16,111,080	Oil cake	do....	117,061,309
Flax codilla and tow	do....	11,829,280	Eggs	cases..	145,866
Mineral oil	do....	37,387,945	Oats	bushels..	28,681,809
Pitch	do....	2,505,847	Wheat	do....	1,603,570
Hair:			Linseed	do....	1,314,888
Cattle	do....	302,402	Rye	do....	10,733,200
Camel	do....	2,528,480	Pease	do....	177,304
Horse	do....	1,384,715	Buckwheat groats	do....	865,157
Butter	do....	7,007,209	Mats	pieces..	180,857
Wool	do....	4,186,500	Round wood	do....	537,608
Skins:			Pulp wood	do....	218,680
Goat	do....	1,021,895	Props	do....	687,858
Calf	do....	1,829,181	Rickers	do....	569,544
Isinglass	do....	35,534	Lath wood	do....	196,213
Bristles	do....	792,839			

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[1] Sent by Consul-General Holloway, December 28, 1900.

RUSSIAN ECONOMIC CONDITIONS.

Under date of August 12, 1900, Commercial Agent Greener sends from Vladivostock copies of articles taken from the Russian Journal of Financial Statistics, bearing on the economic position of the Russian Empire, and also on its gold production, as follows:

Russia as a nation and as a country is behind England in wealth and America in productiveness. In regard to accumulated wealth, it is behind France and Germany. But this does not prevent the Russian state from being the greatest economic unit on the face of the globe. It is true, of course, that its national debt, almost equal to that of England, is far less than that of France, while its railway net is neither as extensive nor as valuable as Germany's. But, on the other hand, if one turns to its assets it will be seen that the Russian state occupies a unique position.

As a land owner it draws an annual net profit of 45,000,000 rubles ($23,175,000) from its forests, mines, and agricultural property. The land it has ceded to or purchased for the communities of ex-serfs brings in over 80,000,000 rubles ($41,200,000).

As a constructor and purchaser of railways it is building one of the longest lines in the world, and works 20,300 miles of railway on its own account, the net profit on which, £14,000,000 ($68,131,000), represents one-seventh of that on all the railways of the United States (Poore's Manual, 1899, p. ii). Besides being a capitalist and a banker, the Russian state is a metallurgist and a spirit merchant. Apart from its banking operations, the state treasury in 1898 received over £180,000,000 ($875,970,000) into its safes, nearly £80,000,000 ($389,320,000) of which had nothing in common with revenue from taxation. What private person; what family, however fabulously rich it may be; what railway company, however extensive its railway net; what trust can show figures like these? Even the budget of such a country as France is outstripped by £40,000,000 ($194,660,000).

We do not discuss the merits of such a state of things or whether it is in accordance with the latest dicta of political economy, or whether it will lead to further development at home and extend to other countries. This is simply a statement of fact, the knowledge of which is indispensable to anyone who wants to understand thoroughly the Russian budget and all things relating to it.

No correct judgment can be pronounced on the financial machinery of Russia unless this fundamental fact is borne in mind. The Russian state is the greatest land owner, the greatest capitalist, the greatest railway constructor, and carries on the largest business in the world.

How can an Englishman, if he measures everything by his own standard, ever comprehend that the Russian state must have a budgetary legislation, more able, more complex, less primitive—to put it plainly—than that of the United Kingdom; that its control must be organized with a perfection and detail unknown elsewhere.

Great Britain, according to the general conception, is somewhat in the position of a rentier (in the French sense of the word), whose accounts are easily kept and intelligible to the most limited minds, because they consist of receipts that can be estimated beforehand, to within 5 per cent, and of expense of maintenance. The Russian state, on the other hand, has to do with capital as well as revenue; it transforms monetary capital (the proceeds of loans or surplus revenue) into fixed capital; it manages, develops, and improves enormous and constantly increasing property. Can it render an account of its position by merely consulting its balance at its banker's and counting up its expenses of maintenance? Can the accounts of a productive company be as simple as those of a cooperative society of consumers?

A state which carries on the most multifarious industries simultaneously and on a grand scale, a state which does not hesitate to make radical reforms in its system of taxation, such as the liquor reform, which none of the great Western Governments has had the courage to attempt in spite of the obviously evil effects of the public-house system—in short, a state like Russia is obliged to exercise extreme caution in calculating its budget, and leave nothing to chance.

Though the receipts from taxation and the profits on state property go on increasing year by year, owing to an increase of population and other natural causes, such a state has to estimate its revenues below the average receipts of past years.

In undertaking any extraordinary expenditure that is not an actual investment of capital, the state has to meet it, not by receipts from new taxes or possible surpluses, but from sources already at hand.

This is precisely what is done by the Russian state. In the month of February, 1898, political considerations induced the Government to acknowledge the necessity of at once ordering a great number of men-of-war over and above the naval construction provided for by the estimates for 1898. On examining the condition of the treasury, it was found that the free balance admitted of 90,000,000 rubles ($46,350,000) being assigned for the above-mentioned object.

This amount was therefore allotted to extraordinary shipbuilding in the budget for 1898. Was the whole amount to be actually expended between the month of February and the end of the financial year? Obviously not. Ironclads of 10,000 or 15,000 tons are not to be bought like corn or cotton, of which there is always a practically unlimited supply for sale in the international market. It is true that now and then one can indeed buy an ironclad at second hand, sometimes quite new, but such opportunities very seldom occur.

In order to acquire a dozen battle ships of the newest type, it is first of all necessary to appoint a commission to examine the greatest possible number of models, to select shipbuilding yards for constructing vessels of the type chosen, to make contracts, get the most favorable terms, etc., after which, under the most favorable circumstances, three or four years must pass before the vessels ordered can be delivered complete with armament, etc. During this period, more or less, considerable sums may be paid on account to the contractors, but the full price agreed upon is not generally paid until after delivery. Nevertheless, in accordance with the principle adopted in such matters, the grant for such orders to the last kopeck forms a charge on the budget of the year in which the expenditure was sanctioned. Although at the expiration of the financial year, only 10,652,051 rubles ($5,485,806) were expended out of the 90,000,000 rubles ($46,350,000), the treasury considers that its free balance is decreased under the head of orders executed or projected by the sum of 90,000,000 rubles ($46,350,000). The remainder, 79,347,949 rubles ($40,864,193), is still included in the cash balance of the treasury, but having been granted for a special expenditure it is considered not available.

The chartered banks which, in one form or another, carry on their operations in almost every country, have not generally been established as a means of investing the surplus cash of the Government. Their principal object, at least at the beginning, has been to lend (on interest or without) as much money as possible to empty treasuries and needy sovereigns. For the Government of the eighteenth century, founding a bank and—as soon as the capital had been paid in—relieving it of all its cash were synonymous terms. As defined by Adam Smith and conceived by Bonaparte, a chartered bank was an engine of the state, intended to supply the treasury with cash and, as a subsidiary operation, to discount private bills. The Bank of England acts not only as an ordinary bank, but as a great engine of state. It receives and pays the greater part of the annuities which are due to the creditors of the public; it circulates exchequer bills, and it advances to the Government the annual amount of the land and malt taxes, which are frequently not paid until some years thereafter. In these different operations, its duty to the public may sometimes have obliged it, without any fault of its directors, to overstock the circulation with paper money. It likewise discounts merchants' bills.

The present state of things is not the same as in Bonaparte's day, but one fact remains unaltered—in almost all countries the treasury account figures in the assets of the banks of issue for a higher amount than it does in the liabilities; in other words, the treasury owes the banks (in one form or another) more than it has to its credit.

The treasury is likewise aware that, in case of pressing need, it may count on their loyalty to furnish very considerable sums, the only question raised being that of the rate of interest.

In Russia, it is quite the reverse. The Bank of Russia has no other capital than that provided by the treasury. True, the sum of 100,000,000 rubles ($51,500,000) does appear in the assets of the bank (art. 2) under the head of "noninterest-bearing debt of the treasury for bank notes issued," but in the liabilities (art. 9) one finds 356,000,000 rubles ($183,340,000) as "treasury account current." It is with this 256,000,000 rubles ($131,840,000) and with its own capital of 50,000,000 rubles ($25,750,000) that the Bank of Russia carries on its loan and discount operations.

Instead of advancing to the Government the money of private persons, the bank lends Government money to private persons. Under these conditions, it is clear that the Government must not reckon on the bank to absorb its treasury bills, and that it carefully avoids not only overdrawing its balance, but even letting it fall below 200,000,000 rubles ($103,000,000). Besides this (so to speak) irreducible balance, the treasury is obliged to keep considerable sums of money abroad, for reasons which we will explain immediately. January 1, 1900, the capital of the Russian national debt was equal to that of the English national debt, within some £500,000 ($2,433,250). The annual charge for capital and interest is about £29,000,000 ($141,128,500). The payment of this annual charge, when compared with that of other countries, presents certain interesting peculiarities:

1. The Russian national debt (about one-half of which is placed abroad) consists almost exclusively of bonds to bearer.
2. The securities are generally provided with quarterly coupons. By Russian law, both securities and coupons are considered to be the indisputable property of the bearer.
3. Whether belonging to so-called "exterior" or "interior" loans, coupons due and bonds drawn are payable in rubles, pounds sterling, francs, marks, florins, etc.,[1] at rates of exchange fixed, once for all, on the principal European cities. Besides this, a great many papers are likewise payable in dollars at New York City.
4. The rates of exchange most usually fixed for Russian funds are very near mint par, so that any bourse having the exchange perceptibly in its favor generally attracts Russian coupons at once. Thus in June and December, 1898, coupons to a considerable amount, belonging to French, German, Russian, and other holders, were sent for payment to New York City, where Russian funds are unknown.
5. Many holders of Government paper are careless, and so there are always several million pounds of coupons and bonds that are due but have not yet been presented for payment.
6. The coupons due and bonds drawn are paid at sight, without any formalities—not by checks, but in the current coin of the country where the payment is made.

The consequence of this is that it is impossible to tell beforehand where or in what coin the Russian treasury may have to cash coupons due or about to fall due. It may happen that the rate of exchange will send them from Berlin to St. Petersburg; perhaps they will travel from Moscow to London, or from Paris to Amsterdam; perhaps a drawn bond for £494 7s. 6d. may be sent as a remittance of $2,406.25 from Warsaw to New York City, and afterwards, if bills on Paris are at or above par, it will be sent to the latter city to be cashed for 12,500 francs.

The State treasury has to provide for all such contingencies. It must always have at its bankers' in London, Berlin, and Paris, balances large enough not to be drained at any place in a few days by any sudden movement in the course of exchange. Were the treasury to make the mistake of confounding the free balance (disponibilités) with its balance at its bankers', it would act very imprudently, as it would be liable to overdraw its balances at its correspondents—rather a strange position for the greatest capitalist in the world.

THE PRODUCTION OF GOLD IN RUSSIA.

The statistics published in foreign countries on the production of gold in Russia sometimes show very serious differences. And yet they are taken from the same sources. Their contradictions proceed from the fact that dissimilar qualities are added together, gold dust, and schlich gold, to bars; kilograms of base bars to bars expressed in kilograms of gold chemically pure; gold received to gold sent off, etc.

In order to avoid this confusion, it is necessary to attach very precise meanings to the words used.

A. Production.—Quantities obtained on the spot by washing or by pulverizing gold dust; wash gold (having the appearance of small, blackish crystals), of unknown fineness, and the yield of which in fine gold approximates to eight-ninths. Alluvial or wash gold always contains a notable proportion of silver.

B. Statements of the refineries.—(1) Quantities melted—the gross weight of the bars (the average fineness fluctuates about the figures 0.910); (2) quantity of gold chemically pure contained in these bars, except ulterior verifications at the St. Petersburg mint.

In the total of these statements, the quantity of gold contained in the silver bars of domestic production (the product of Russian silver and argentiferous lead mines) is included.

C. Arrivals at the mint of St. Petersburg, where all the gold produced in the Empire is finally deposited.

D. Outgoings from the mint.

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[1] 125 rubles (gold)=187.50 rubles=500 francs=£19. 15s. 6d.=404 marks=$96. 25=239 Dutch florins.

100 rubles=266.67 francs=£10. 11s. 5d=216 marks=128 Dutch florins.

A.—Production, properly so called.

Quantities of gold obtained by washing (placer gold), and by crushing (lode gold). These quantities inscribed day after day, without correction, alteration, or erasure, in the registers of the workings (at the very places of production), can not be expressed in fine gold for the very simple reason that the results of the assay can be known only after the gold dust sent off by the producer is melted into bars at the Government refineries, and that this or that lot of bars may contain dust gathered during different calendar years. There are hundreds of workings in Russia, scattered over an immense area, whose annual production scarcely reaches a few ounces. It is clear that the proprietors of these small workings do not carry their gold to one of the three Russian refineries (there are only three) as market gardeners carry their asparagus to market.

As a rule, the average fineness of this dust approximates to eight-ninths, with very notable differences between one sample and another. It is, therefore, utterly impossible to know exactly how much fine gold Russia produces from the 1st of January to the 31st of December of any given year.

The production, properly so called, may be expressed only (*a*) to within an ounce, and only of gold of a hypothetical degree of fineness; (*b*) in fine gold to only a hypothetical total. We here give for the nine years 1890–1898 the weight within an ounce of the gold dust produced in all points of the Empire, including Finland·

Gold dust of an unknown degree of fineness.

Years.	Poods.	Pounds.	Zolotniks.	Doli.	Kilograms.	Ounces.
1890	2.403	23	2	42	39.372579	1.265858
1891	2.386	10	40	74	39.088133	1.256712
1892	2.625	4	84	34	43.000799	1.382510
1893	2.739	7	47	94	44.869249	1.442580
1894	2.621	23	25	95	42.942810	1.380643
1895	2.509	29	26	6	41.110651	1.321738
1896	2.271	27	14	27	37.211224	1.196368
1897[1]	2.345	35	....	....	38.098966	1.224911
1898[1]	2.346	19	34	45	38.436572	1.235764

[1] An approximate figure. For the years 1890–1896 the figures are exact to within an ounce.

To any one who wishes to understand the movement of the production of gold in Russia, these are the only figures to be taken into consideration. All other figures, the statements of the refineries, the deposits at the mint, and the outgoings from the mint doubtless depend on the total production, but they do not show with sufficient sensibility its progress, its stationary or retrograde condition.

If one absolutely desired to form an idea of the amount of the "production," properly so called, expressed in gold 1,000 fine, one might admit as approximating to the truth the following valuation:

Valuation in fine gold of the production, assuming an average fineness of eight-ninths.
(Gold 1,000 fine.)

Year.	Kilograms.	Ounces.
1890	34,997.848	1,125,207
1891	34,745.007	1,117,078
1892	38,222.932	1,228,896
1893	39,883.776	1,282,293
1894	38,171.386	1,227,239
1895	36,542.800	1,174,878
1896	33,076.644	1,063,438
1897	33,865.766	1,088,810
1898	34,165.842	1,098,457
Total	323,672001	10,406,296

B.—GOLD CHEMICALLY PURE (1,000 FINE).

Statements of the refineries during the last sixteen years.—Expressed in gold 1,000 fine, the quantity of domestic gold dust melted in the refineries of the Empire during the period 1883–1898, represents the following totals:

Year.	Poods.	Pounds.	Zolotniks.	Doli.	Kilograms.	Ounces.
1883	1,848	4	4	52	30,272.815	978,291
1884	1,878	30	80	59	30,775.200	989,446
1885	1,717	31	57	43	28,138.251	904,666
1886	1,719	37	18	88	28,173.303	905,792
1887	1,897	34	52	5	31,087.946	999,501
1888	1,922	21	12	75	31,491.967	1,012,492
1889	2,022	23	40	31	33,130.955	1,065,185
1890	2,155	26	62	75	35,310.883	1,135,271
1891	2,124	20	32	66	34,800.502	1,118,862
1892	2,317	27	....	75	37,961.669	1,220,592
1893	2,422	25	49	87	39,684.010	1,275,870
1894	2,312	36	37	32	37,886.608	1,228,083
1895	2,223	....	75	68	36,414.165	1,170,742
1896	1,990	19	50	29	32,605.182	1,048,281
1897	2,026	36	....	....	33,201.627	1,067,457
1898	2,040	14	29	47	33,422.071	1,074,544

These totals include the quantity of gold contained in the bars of silver coming from the melts in the Russian refineries of domestic silver ores and argentiferous lead.

COMPARISON OF THE FIGURES A AND B.

Let us now set opposite each other, for the nine years 1890–1898, the statements of the refineries expressed in gold 1,000 fine and the valuations above given of the production expressed in gold 1,000 fine.

Year.	Kilograms of fine gold.		Ounces of fine gold.	
	Production.	Statement.	Production.	Statement.
1890	34,997.848	35,310.883	1,125,207	1,135,271
1891	34,745.007	34,800.502	1,117,078	1,118,862
1892	38,222.932	37,961.669	1,228,896	1,220,592
1893	39,883.776	39,684.010	1,282,293	1,275,870
1394	38,171.386	37,886.608	1,227,239	1,228,083
1895	36,542.800	36,414.165	1,174,878	1,170,742
1896	33,076.644	32,605.182	1,063,438	1,048,281
1897	33,865.766	33,201.627	1,088,810	1,067,457
1898	34,165.842	33,422.071	1,098,457	1,074,544

The figures for 1890, 34,997.848 and 35,310.883, represent a difference of 313.035 kilograms (10,064 ounces), while those of 1896, 33,076.644 and 32,605.182, differ by 471.462 kilograms (15,157 ounces).

When one has to do with a commodity worth $664.61 per kilogram, a confusion of the figures A and B presents some inconvenience.

C.—DEPOSITS AT THE MINT.

All the gold produced in the Empire, Finland excepted (the production of Finland fluctuates between 4 and 5 kilograms per annum), goes through the refineries at Ekaterinburg, of Tomsk, and of Irkutsk, in which the statements above given are prepared, after which, when each refinery possesses a sufficient stock ($2,000,000 at least, which requires a certain time to accumulate), it sends it to the mint at St. Petersburg, the only one in Russia. At the present day, the journey from Ekaterinburg or from Tomsk is not very long (everything is relative; from Tomsk to St. Petersburg the journey is much longer than from St. Petersburg to Gibraltar or from New York City to San Francisco), but it must be remembered that the Great Siberian Railway dates only from yesterday. However, the packing, transportation, unpacking, verification, entering on the registers, etc., requires such a considerable amount of time that concordance is impossible, for any given calendar year, between the statement of the refineries and those of the mint.

Comparison of the figures A, B, and C.

Year.	Gold of domestic production.					
	Kilograms of fine gold.			Ounces of fine gold.		
	Production.	Statement of refineries.	Deposited at mint.	Production.	Statement.	Deposited at mint.
1890	34,997,848	34,310,833	31,841,290	1,125,207	1,135,271	1,023,721
1891	34,748,007	34,800,502	36,348,725	1,117,078	1,118,862	1,168,639
1892	38,222,932	36,964,969	35,602,218	1,228,896	1.220,092	1,144,638
1893	39,882,776	39,684,010	38,382,021	1,282,293	1,275,875	1,234,010
1894	38,171,386	37,886,608	36,312,971	1,227,239	1,228,063	1,167,483
1895	36,542,800	36,414,165	43,478,328	1,174,878	1,170,742	1,397,861
1896	33,076,644	32,605,182	32,404,618	1,063,438	1,048,281	1,041,833
1897	33,865,766	33,201,627	34,997,072	1,088,810	1,067,457	1,124,539
1898	34,165,842	33,422,071	38,313,212	1,098,457	1,074,544	1,231,798
9 years	323,672,001	321,289,717	327,660,276	10,406,296	10,339,702	10,534,522

Here for one and the same year (1895) the difference exceeds 7,000 kilograms, or a value of more than $4,600,000.

D.—OUTGOINGS FROM THE MINT.

We shall say nothing of the outgoings from the mint. On their deposit at the mint the bars of domestic production should be, and, in fact, are, distinguished from imported bars. When they leave the mint, it is of no interest to know the respective share of Russian and foreign gold in the total put in circulation or sent to the bank under the form of imperials, half-imperials, and 5-rouble pieces.

ADVICE TO STATISTICIANS.

There are two ways of drawing from sources of statistics. One consists in plunging like a diver into the official publications, in looking there for the figures one has need of, in examining whether these figures agree or conflict, in discovering the reason of the real or apparent contradictions which have been observed, in correcting typographical errors, which are always numerous, and, lastly, in classifying the figures in systematic order.

The second way of forming statistics is much the simpler one. It is also, doubtless, much superior to the first, for the majority of statisticians end by adopting it, if they do not adopt it at the beginning. This second way requires only a little industry and a good supply of letter paper. You wish to know, for instance, how many pupils in Russia were receiving secondary instruction January 1, 1897 (a supposititious case, by way of example): A letter is hastily written to the Russian ministry of public instruction asking for a statement of the number of scholars attending these establishments of secondary instruction. After the answer has been received word is hastily sent to the printing office explaining how the table is to be constructed, and a mistake is made of 25, 30, or 40 per cent (for about one-third of the pupils receiving secondary instruction in Russia come under the jurisdiction of the ministers of war, of the navy, etc.). The information thus given to the public is incomplete. But should one address himself year after year to the same department for a continuation of the statistics in question, there is no risk of writing improbable things, and one ends by becoming an authority in foreign countries on questions relating to the public instruction in Russia—only when statistics are compiled by correspondence solely one must be careful not to address first Smith then Jones on the same point. You may find the number of young pupils increase from one year to another in inconceivable proportions, or diminish in such a way as to lead to the belief that a terrible epidemic had ravaged the country.

In like manner, if one wishes to be informed on the production of gold in Russia, and, if one is lacking in the leisure or the necessary ideas to study the subject oneself, it is necessary to avoid placing different departments under contribution.

For D, whom you questioned last year, the gold is really "produced" only at the moment when it leaves the mint transformed into commercial bars, into coins, or medals. For A, on the other hand, who is a mining engineer, the gold is "produced" just as soon as it is washed. For C, who assists at the reception of the caravans, the "production" of the gold coincides with the entry of the bars in a register kept for that purpose. It is perfectly permissible to place oneself at any one of these three points of view,[1] and even at each of them successively, but one must know which point of view has been taken in indicating this or that figure, and it frequently happens that the statisticians devoted to method No. 2 are absolutely ignorant of the point of view at which they have been placed. This leads them, when in turn they have interrogated Smith, Jones, and Robinson, to add together with ready pen the most heteroclite data, and to wonder that the Russian Journal, "although at the source of the information," contains totals different from their own, "which are official."

ODESSA.

EXPORTS.

Grain.—The year 1899 was the most unfavorable Odessa has ever experienced as regards the trade in grain. The reduction in the volume of exports, so conspicuous of late years, culminated in 1899 with an export of about 1,152,000 tons, against 1,692,000 tons in 1898, and 1,782,000 tons in 1897, the decrease affecting all kinds of grain, barley and wheat showing the greatest falling off. This was not altogether a condition affecting Odessa alone, but was a reflection of the general situation throughout the Empire—all exports on the whole showing a decrease.

This decrease in the territory tributary to Odessa was due to a snowless winter, followed by a failure of crops, so that there was but little to spare for export. Other parts of Russia which had a splendid harvest had first to make up what had been consumed during preceding bad years in which famine existed, and when they brought the balance into the world's markets, they were met with low prices, owing to the fact that other countries had large crops, and consuming districts purchased slowly. The country in the immediate vicinity of Odessa had absolutely no grain to export; in fact, the districts of Akkermann, Benderi, and Ismail, in Lower Bessarabia, had to be relieved by private as well as by Government charity. Such grain as was exported from Odessa was derived from Podolia, Upper Bessarabia, and the Dnieper lowlands, which had kept grain over from previous harvests in the hope of higher prices. On account of the failure of crops, it was expected that prices would rise, and many of the small exporters held back their grain only to find the markets still lower when they eventually sold. In addition to the failure of the crops in the district tributary to this port, the grain trade of Odessa was still further hampered by a very high rate of interest on credit during the second half of 1899. Of late years, the grain trade of Odessa has passed out of the hands of stable firms into those of speculators, who, having very limited means, do their business almost solely with the aid of loans taken on grain as security; and a rise of bank discount to 8 or 9 per cent, and from private parties even a higher rate, proved an insurmountable obstacle to success for these small dealers. The absence of spare British tonnage was also felt, being due to so many ships having employed in transporting troops, etc., to South Africa. The grain trade of Odessa during 1899 brought scarcely anything but losses to those who engaged in it. It is estimated that quite 200 middlemen, brokers, or commission agents were forced out of business altogether, and all parties engaged or interested in the cartage of grain or its conveyance in barges, as well as the owners of granaries for warehousing grain, were losers. The laborers employed in the various manipulations of grain and its shipment found themselves deprived of work and in need of assistance. The grain trade of Odessa is by far its most important artery of prosperity, and anything affecting that trade is bound also to affect all other commercial branches of the city. The high rate of interest made business very difficult, since commercial transactions were based to a very large extent on credit. While there were no such large-scale bankruptcies at Odessa in 1899 as took place at St. Petersburg, Moscow, Lodz, and Kiev, still the effect on trade generally was very evident. Many industrial enterprises shut down, and not a few merchants either discontinued payment altogether or came to an agreement with their creditors.

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[1] The third point is somewhat peculiar. The amount of cotton produced in a given year is not taken from the amount of fiber delivered at the spinning mills, but from the amount yielded on the spot.

The banking and credit establishments are said to have had a very successful year, but as this success was due to an increased rate of discount and not to any increase in the volume of trade, it can scarcely be designated as a cause for general rejoicing. As a remarkable feature of all monetary transactions remains the fact that in the district surrounding Odessa, as well as in the city itself, in spite of failure of crops and distress, the value of all real estate has continued to increase, irrespective of the circumstance that the income derived from land and house property has remained stationary and is out of all proportion to the capital invested, and that the mortgage bonds, with the assistance of which such properties are usually acquired at Odessa, have fallen largely in market value. There is another factor, apart from speculation, which is playing an important rôle at Odessa, and that is the influx of the rural population into the city. The opinion seems to prevail among this class of the people that it is easier to earn a living in the city than in the country. It would be a matter for regret should this opinion become widespread among the peasantry. Nicolaiev, which practically drains the same grain-growing region as Odessa, shows a decline of exports in 1899 of 468,000 tons below those of 1898, the reduction being almost 50 per cent. The more serious proportion of reduction at Nicolaiev as compared to Odessa was due to the circumstance that Odessa's grain trade was in part upheld by its export of corn, but little of which article was shipped from Nicolaiev.

Wheat.—Wheat was very difficult to handle during 1899, owing to the fact that the price in London and New York remained rather stable throughout the year and was not subject to the enormous fluctuations of 1898, although the price was much below that year. Barley and oats also remained at a lower value than in 1898 and did not yield any profit. Furthermore, owing to the rate of exchange of the Russian paper ruble being officially fixed by the minister of finance, there were no unexpected fluctuations in the money market, which in former years so often saved rash speculators from ruin. The price for the best quality of spring wheat varied at Odessa during 1899 from 93 kopecks (47.8 cents) to 108 kopecks (55.6 cents) per pood; winter wheat, from 84 to 110 kopecks (42.4 to 55.5 cents) per pood, the lower grades being 10 to 20 per cent cheaper. The customs returns give the quantity of wheat exported in 1899 at 423,204 tons, worth 16,250,000 rubles ($8,368,750), against 598,284 tons, worth 32,800,000 rubles ($16,401,500), in 1898, while other authorities estimate the value of wheat exported in 1899 at quite 20,000,000 rubles

($10,300,000). In about the same proportion, the total exports of all Russia decreased from 3,208,428 tons in 1898 to 1,924,038 tons in 1899. Odessa exported more wheat in 1899 than any other Russian port, while in 1898 Nicolaiev exported more than Odessa, the quantity being 606,258 tons. In 1899, Nicolaiev exported only 309,978 tons, Rostoff on Don 306,504 tons (in 1898, 391,104 tons), and other ports smaller quantities. The heaviest shipments of wheat from Odessa during 1899 took place in February, with an export of 72,000 tons, and the least in November, with 13,500 tons. In 1899, wheat was shipped from Odessa to: Great Britain, 124,346 tons; France, 110,574 tons; Holland, 71,532 tons; Italy, 57,294 tons; Turkey, 14,472 tons; Spain, 13,020 tons; Belgium, 9,450 tons; Austria-Hungary, 7,792 tons; Germany, 5,094 tons; Greece, 3,096 tons; Roumania, 2,376 tons; Bulgaria, 2,250 tons; Egypt, 2,175 tons.

The reserve stocks of wheat at Odessa in the warehouses on December 31, 1899, was 220,320 tons, against 285,300 tons on December 31, 1898.

Corn.—The export of corn from Odessa in 1899 was 278,766 tons, against 342,634 tons in 1898, and from the entire Empire 513,126 tons in 1899, against 831,510 tons in 1898, thus showing that Odessa leads all other Russian ports in its export of corn; in fact, exceeding all the others combined in 1899. The heaviest shipment of this cereal took place in the month of February, with 46,836 tons, and the least in November, with 7,020 tons. The price of corn in 1899 fluctuated between 49 and 59½ kopecks (25.2 to 30.4 cents) per pood. Corn was shipped in 1899: To Great Britain, 148,464 tons; Belgium, 48,384 tons; Holland, 35,064 tons; Germany, 20,628 tons; France, 16,686 tons; Italy, 5,508 tons; Spain, 54 tons. Greece and Austria-Hungary did not take any corn in 1899, though in 1898 they took 7,290 and 4,685 tons, respectively. The reserve stock of corn in the warehouses at Odessa on December 31, 1899, was 11,550 tons, against 22,500 tons on December 31, 1898.

Rye.—The exports of rye were 107,532 tons in 1899 and 158,922 tons in 1898, the total exports of the Empire being 1,021,086 in 1899 and 1,171,548 tons in 1898. Rostoff on Don exported 302,886 tons in 1899 and 251,676 tons in 1898; St. Petersburg, 133,308 tons in 1899 and 233,110 tons in 1898; Nikolaiev, 81,669 tons in 1899 and 118,458 tons in 1898. The heaviest shipments of rye from Odessa during 1899 took place in May, with 17,568 tons, and the least in July, with 976 tons. The price for good rye ranged from 87 kopecks per pood in the middle summer to 70 kopecks at the close of the year (44.8 to 36 cents per 36.112 pounds). The shipments of rye in 1899 were: Holland, 61,920 tons; Germany, 24,714 tons; Great Britain, 20,034 tons; Belgium, 126 tons. The reserve stocks of rye on December 31, 1899, were 15,391 tons, against 20,700 tons on December 31, 1898.

Barley.—Barley to the amount of 249,696 tons was shipped from Odessa in 1899, against 534,420 tons in 1898. The total exports for the Empire for the corresponding periods were 1,335,492 tons and 1,904,904 tons, respectively. Rostoff on Don, sent 276,804 tons (in 1898, only 143,208 tons); Nikolaiev, 125,460 tons (in 1898, 292,914 tons); Novorossisk, 135,239 tons (in 1898 only 45,162 tons). The heaviest shipments from Odessa were in May, with 44,406 tons, and the least in July, with 6,084 tons. The rule here has been that the heaviest shipments of barley usually take place toward the close of the year;

1899 was an exception to the rule. Good ordinary barley ranged in price from 61 to 76 kopecks per pood (31.4 to 39.1 cents per 36.112 pounds). Select brewery barley was very difficult to obtain and was sold as high as 92 kopecks (47.2 cents) per pood. The reserve stocks of barley on hand on December 3, 1899, amounted to 19,980 tons, against 31,320 tons on December 31, 1898. The barley exported from Odessa found its way: To Germany, 89,982 tons; Holland, 73,020 tons; Great Britain, 50,562 tons; Belgium, 22,482 tons; Turkey, 1,692 tons; Italy, 198 tons.

Oats.—The amount of oats exported from Odessa in 1899 was 8,902 tons, against 11,266 tons in 1898. The total exports from the Empire increased from 444,798 tons in 1898 to 496,332 tons in 1899. Libau stands first on the list for its exports of oats, the quantity for 1899 being 191,754 tons. The largest shipment from Odessa was in the month of February, with 2,088 tons. Prices varied from 57 to 78 kopecks (30.3 to 40.1 cents) per pood. The shipments of oats were: Holland, 4,410 tons; Great Britain, 2,232 tons; France, 1,746 tons; Italy, 306 tons. The reserve stock of oats on December 3, 1899, was 10,800 tons, and on December 31, 1898, 4,320 tons.

Oil seeds.—The exports of oil seeds from Odessa in 1899 were 43,254 tons, and 26,478 tons in 1898. These exports were: Linseed, 25,260 tons; hemp seed, 1,674 tons; rape seed, 16,020 .tons, during 1899. The heaviest shipments took place in September, with 12,674 tons, and the least in April, with 180 tons. The total exports for the Empire were less than in 1898. In its export of linseed, Odessa came after Novorossisk and Riga. In hemp seed, Odessa follows Grayevo, Libau, and Riga, while for rape seed Odessa stands first, being closely followed by Rostoff on Don, with its 14,940 tons.

Pulses.—The exports of pease, beans, and broad beans from Odessa were greater than in 1898, i. e., 31,050 tons against 24,914 tons, respectively. Prices varied on pease from 85 to 102 kopecks (43.7 to 52.5 cents) per pood; beans from 74 to 135 kopecks (38.1 to 69.5 cents) per pood; broad beans from 80 to 83 kopecks (41.2 to 43.7 cents) per pood. The exports of pease in 1899 were: Holland, 4,734 tons; Great Britain, 3,420 tons; France, 2,772 tons; Italy, 2,352 tons. The other pulses were exported to: France, 4,698 tons; Italy, 3,942 tons; Great Britain, 3,903 tons; Belgium, 2,322 tons; Turkey, 648 tons. The quantity of pulses in store at Odessa on December 31, 1899, was 5,788 tons, viz: Pease, 2,414 tons; beans, 3,096 tons; broad beans, 270 tons.

Buckwheat and millet.—The exports of buckwheat and millet from Odessa during the year 1899 were very small.

Comparing the 1,152,000 tons of grain exported from Odessa in 1899 and the 1,692,000 tons exported in 1898 with the 5,760,000 tons in 1899 and the 8,100,000 tons in 1898, representing the total exports of the Empire, it will be noted that the decrease in the total exports of the Empire is also large.

As regards buckwheat, there are complaints from entire provinces that with the decrease in apiculture it has become less and less remunerative to grow buckwheat, and that the famous buckwheat porridge, one of the oldest of the national dishes of the Russians, is gradually appearing less frequently in the peasant homes.

Odessa continues to head the list as Russia's greatest exporting port. The following figures are interesting, as showing the exports from various cities: Rostoff on Don, 738,000 tons (in 1898, 839,000 tons);

Nikolaiev, 567,000 tons (in 1898, 1,044,000 tons); Libau, 324,000 tons (in 1898, 171,000 tons); Novorossisk, 315,000 tons (in 1898, 289,000 tons); St. Petersburg, 306,000 tons (in 1898, 630,000 tons); Taganrog, 234,000 tons (in 1898, 297,000 tons); Mariupol, 207,000 tons (in 1898, 225,000 tons); Theodosia, 180,000 tons (in 1898, 351,000 tons); Riga, 171,000 tons (in 1898, 216,000 tons); Berdiansk, 144,000 tons (in 1898, 135,000 tons); Graievo, 130,000 tons (in 1898, 162,000 tons); Yeisk, 108,000 tons (in 1898, 72,000 tons); Chenichesk, 90,000 tons (in 1898, 153,000 tons); Reval, 90,000 tons (in 1898, 261,000 tons); Eupatoria, 72,000 tons (in 1898, 72,000 tons); Novoselitza, very little in 1899 (in 1898, 144,000 tons); Sevastopol, no export. The ports on the bay of Jarylghatsk shipped, in 1899, about 90,000 tons of grain abroad. The following is a résumé of the grain exports of Odessa, exclusive of the oil seeds: In 1899, Great Britain, 321,330 tons (in 1898, 486,508 tons); Holland, 274,690 tons (in 1898, 406,620 tons); Germany, 141,930 tons (in 1898, 286,950 tons); France, 141,894 tons (in 1898, 142,330 tons); Belgium, 85,554 tons (in 1898, 130,104 tons); Italy, 67,842 tons (in 1898, 139,842 tons); Turkey, 37,129 tons (in 1898, 41,076 tons); Spain, 12,600 tons (in 1898, 3,510 tons); Egypt, 9,140 tons (in 1898, 15,570 tons); Austria-Hungary, 7,862 tons (in 1898, 18,072 tons); Greece, 3,317 tons (in 1898, 19,044 tons); Bulgaria, 2,838 tons (in 1898, no figures); Roumania, 2,412 tons; Denmark, 2,106 tons (in 1898, 8,496 tons). The heaviest shipments were in June, with 160,398 tons, and the least in August, with 48,402 tons. The grain in store at Odessa on December 31, 1899, was 288,000 tons; on December 31, 1898, it was 378,000 tons. In the 1,152,000 tons of grain given as the exports of Odessa are included the shipments of flour, and also the grain and flour shipped to the Russian possessions in the Far East. To these may be added 144,000 tons shipped by sea and by rail to various places in Russia, so that the total grain trade of Odessa should be expressed by the figure 1,224,000 tons, which compares very unfavorably with preceding years. The totals of grain transactions at Odessa for the preceding five years are as follows:

In 1898, 2,016,000 tons; in 1897, 1,620,000 tons; in 1896, 1,980,000 tons; in 1895, 2,430,000 tons; in 1894, 2,952,000 tons. Of the 1,224,000 tons above mentioned, about 540,000 tons reached Odessa by the coasting trade craft, about 54,000 tons by carts, and the balance by rail.

With a view to enable those interested to make a reasonable calculation as to the probable price for grain in 1900, an estimate was drawn up to show the total grain harvests of those portions of the globe which appear in the world's grain market either as sellers or as purchasers, leaving out of the estimate those portions of the central parts of Asia and Africa, which by force of circumstances are limited to the condition of being self-supplying. This estimate is as follows: North America, 622,264,000 bushels; South America, 112,331,000 bushels; Europe, 1,499,604,000 bushels; Asia, 339,196,000 bushels; Africa, 35,800,000 bushels; Australia, 56,212,000 bushels. These figures were for the year 1899. The following are for 1898: North America, 758,303,000 bushels; South America, 66,603,000 bushels; Europe, 1,579,758,000 bushels; Asia, 434,771,000 bushels; Africa, 46,630,000 bushels; Australia, 34,980,000 bushels. Thus the totals for 1899 are 2,725,407,000 bushels and for 1898, 2,921,045,000 bushels, or a decrease of about 7 per cent, so that the indications pointed to an upward tendency in the value of grain. It will be found, however, if the totals of the world's harvests are summed up from 1891–1899, inclusive, that the sum total for 1899 remains still about 7 per cent in excess of the mean, so that should the year 1900 prove (as it has done) an average year, no dearth of grain need be expected. As regards the other grain-exporting countries of Europe, the harvests were inadequate in Roumania and Bulgaria on the lower Danube, but higher up, along the main artery in Hungary and Servia, satisfactory. Among the grain-importing countries, the crops were good in Great Britain and France; in Germany above the average, but in the Scandinavian Kingdom unsatisfactory, and in the Pyrenees very bad. The total harvest of the Russian Empire for 1899 is summed up at 57,816,000 tons; for 1898, at 57,366,000 tons, and for 1897, at 48,726,000 tons. The crop of pulses, oilseeds, and potatoes was satisfactory, though not as much so as in 1898. Hay was in sufficient quantity except here in the south.

Flour.—The exports of flour, almost exclusively wheat flour, find their only market in such countries as Turkey and Egypt, and these exports show a decrease in 1899; 31,860 tons of flour were shipped in 1898 to Turkey and Egypt, while in 1899, 26,280 tons were shipped. Turkey and Egypt receive more flour from France, a grain-importing country, than they receive from Russia, and it is difficult to understand why the Odessa millers can not compete with the French mills. Wheat flour, according to quality, was quoted per bag of 180 pounds weight from $6.18 down to $2.31, and there were fourteen different qualities. It is notorious in the trade, however, that the numbers or brands of one mill do not tally with those of another, and that the numbers of one and the same mill do not necessarily at all times represent the same quality. Rye flour was quoted at $2.57 to $3.09 per bag, but the bakers complain that it is much mixed with other grain and that rye of that purity which is obtainable in the north of Russia is unobtainable here.

Bran.—Ten thousand and eighty tons of bran were exported in 1899, against 6,192 tons in 1898, and the total exports of bran from the Empire show the same feature, being 108,000 tons in excess of those of 1898. The exports of bran from Odessa were: To Holland, 3,708 tons; Great Britain, 3,078 tons; Belgium, 1,194 tons; Germany, 774 tons, and small quantities to France and Denmark. Prices varied from 45 to 60 kopecks per pood (23.1 to 30.9 cents for 36 pounds).

Oil is not an article of export from Odessa, and the 36 tons shipped in 1899 represent more or less a normal export, aniseed being one of the principal varieties and an article sought by France.

Oil cake.—Thirty-six thousand tons of oil cake were shipped from Odessa in 1899, against 43,830 tons in 1898. It is a matter of regret that such an article as oil cake should be exported from Russia, and it is to be hoped that with the improvement of cattle growing and dairy farming, the export of this article will altogether cease. In a country where, in the peasants' establishments, bare straw forms the staple food for cattle and horses during the long winter months, and serves to just keep these animals alive—hay, grain, etc., being only given when it is proposed to work the animals—the export of so valuable an article of food as oil cake is worse than a mistake. The price of oil cake was: Linseed oil cake, from 68 to 95 kopecks (35 to 48.9 cents) per pood; rape-seed oil cake, from 50 to 68 kopecks (25.7 to 35 cents) per pood; summer rape-seed oil cake, from 40 to 65 kopecks (20.6 to 33.4 cents) per pood. Oil cake was shipped from Odessa to France, Denmark, Germany, Holland, and Belgium.

Alcohol.—There were exported in 1899 to Constantinople, Smyrna, Alexandria, and several other ports in the Balkan Peninsula 428,520 vedros[1] of pure spirits of wine, or, calculating the vedro of alcohol at about 28 Russian pounds' weight, 5,400 tons, valued at $221,450. In addition to this, a large quantity was also shipped to the Russian possessions in the Far East. The quantity sent abroad in 1898 was much greater, being 738,440 vedros. The minister of finance fixed the price for vodka (Russian whisky) for local consumption during 1899 in the governments of Bessarabia, Ekaterinoslav, Kiev, Cherson, Podolia, and the Taurida at 7 rubles ($3.60) per vedro of 40 degrees' strength; 10 rubles ($5.15) for 57 degrees' strength; for spirits of 80 degrees' strength, 14 rubles ($7.21); of 92 degrees, 16 rubles ($8.24), and for table vodka of the highest refining, 10 rubles per vedro of 40 degrees' strength. The prices laid down for 1899 do not vary very much from those of 1898.

Sugar.—The exports of sugar for 1899 were 37,056 tons, against 41,292 tons in 1898. The decrease in the exports of sugar was due, in part, to a short crop of beet root and in part to increased home consumption. It is stated that more Russian sugar would find its way to Persia if, instead of in packages of from 576 to 612 pounds, as at present, the sugar were prepared for transport in quantities resembling the 2 to 3 kilogram (4.4 to 6.6 pounds) loaves imported from France via Trebizond. Freight for sugar to London ranged from 8 to 16 shillings ($1.94 to $3.88) per ton of 2,232 pounds, and from 8½ to 12½ francs ($1.64 to $2.41) per ton of 2,196 pounds to Genoa. Export sugar (crystal) was valued here loco at 1.54 to 1.55 kopecks (79.3 to 79.8 cents) per pood at the beginning; 1.58 to 1.60 kopecks (81.3 to 82.4 cents) in the middle, and 1.51 to 1.52 kopecks (77.7 to 78.4 cents) at the end of the year. The price for crystal or sand sugar fluctuated between 4.80 kopecks ($2.47) in the beginning to 4.42 kopecks ($2.27) per pood at the end of the year, and as the price of refined sugar in the wholesale market varied between 5.35 to 5.65 kopecks ($2.75 to $2.90) per pood for loaf and 5.95 kopecks ($3.06) for lump sugar, it will be seen that there was a considerable margin of profit for the refiners.

There were no particularly important new measures taken by the government with regard to sugar industry in 1899. The quantity admitted to the home market under the single excise was fixed at 35,500,000 poods (639,000 tons); that of the immovable reserve at 3,500,000 poods (63,900 tons). The price per pood for sand sugar was limited to 4.45 kopecks ($2.29) for the period September 1/13, 1899, to January 1/13, 1900, and to 4.60 kopecks ($2.36) for the period January 1/13 to September 1/14, 1900. When the price of sugar on the stations of the southwestern railways remained for two weeks over 4.50 kopecks ($2.31) per pood during the first period, or over 4.70 kopecks ($2.42) per pood during the second period, it was decreed that the minister of finance could direct that part of the immovable reserve to be made available at a single excise. The figures for the sugar period of 1899–1900 were as follows: Remaining over from the last period in the various warehouses of free sugar, 3,212,351 poods (57,822 tons); immovable reserve and free tailings, 4,383,056 poods (78,895 tons); expected output, 48,813,675 poods (878,646 tons), making a total of 56,409,000 poods (1,015,362 tons), or an excess of almost 21,000,000 poods (378,000 tons) over the 35,500,000 poods (639,000 tons) estimated as necessary for home consumption.

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[1] One vedro=2.7 gallons.

Wool.—Of wool, 6,264 tons were exported from Odessa in 1899, against 2,250 tons in 1898. This export was almost entirely of the coarser varieties. The exports of wool from the Empire have increased from 15,174 tons in 1898 to 29,682 tons in 1899. The wool goes to Great Britain, the United States, Austria-Hungary, Turkey, etc. The wool crop of fine merino in 1899 was, on the whole, satisfactory both in quality and quantity, and it is stated that the yield per sheep was a full one and that the result, after washing, was from 27 to 30 per cent, which was very satisfactory. The prices per pood in the grease (unwashed) for 1899 for full lots of merino were:

Crimean	$4.37 to $5.15
Taurida	5.15 to 5.66
Cherson	5.15 to 6.18
Ekaterinoslay	4.89 to 5.66
Caucasus	5.40 to 6.18

There was a lively demand for wool by the Russian manufactories and little was left for exportation. The production of merino wool is on the increase and is likely to be still further augmented. The end of the year brought no advance sales of wool, as is usually the case here, as sheep raisers, looking for better prices, were not inclined to sell. This was largely due to the fact that the Australian output had fallen short and that, at London especially, exceedingly good prices had been obtained for the finest staple lots, eighteen months having witnessed an advance of 50 per cent in the value of the finest grades of merino wools.

The prices paid for the coarse or carpet wools during 1899 were as follows:

	Per pood.
Crimean, white, brook-washed (peregon), of first and second clip	$3.73 to $4.12
Crimean, common, brook-washed (peregon), of first and second clip	3.50
Donskoi, white, brook-washed (peregon), of first and second clip	2.02 to 2.32
Donskoi, black	1.55 to 1.68
Donskoi, cold-washed	4.12
Donskoi, hot-washed	4.89
Bessarabia:	
White	1.55 to 1.68
Black	1.03 to 1.16
Washed	3.09
Isigai, washed	3.60 to 4.89
Caucasus:	
Bokhara, first and second clip	2.57 to 3.60
White, first and second clip	2.57 to 3.60
Camel hair	4.38

Cattle.—There were shipped abroad from Odessa, in 1899, 4,356 head of cattle, against 6,051 head in 1898. These animals find their way to Malta (the best being shipped by contractors who supply the British army and navy), to Turkey, Egypt, Italy, and Greece. Odessa is almost the only Russian port from which cattle are shipped, though a few are from time to time shipped from Sevastopol and Novorossisk. There were slaughtered at the Odessa slaughtering houses during 1899, 113,367 head of cattle, against 101,775 head in 1898, which is an increase of over 11 per cent, while the population increased only at about the rate of 3 per cent per annum. This increased consumption of meat at Odessa is probably due to the scarcity of hay or straw, owing to the failure of the crops in 1899, which had the effect of throwing a large number of cattle on the market at very low prices. The number of pigs, calves, and heifers slaughtered at Odessa was about the same as in the preceding year.

Sheep.—There were exported from Odessa in 1899, 65,989 head of sheep, against 74,356 head exported in 1898. These sheep went to Turkey, France, Greece, and Egypt.

Horses.—There were exported in 1899 from Odessa 660 horses, against 1,109 horses in 1898. The horses were sent to Turkey for cavalry purposes. The price paid varied from $52 to $78 per head. Thirty thousand six hundred and forty-two head of horses were brought to the Odessa markets and sold during 1899. About one-half were sold to farmers and the other for city uses. One hundred and fifty-nine horses were slaughtered at the Odessa slaughterhouse and sold to the inhabitants for what it was, i. e., horse meat.

The Odessa slaughterhouses are a source of revenue to the municipality, yielding in 1899, $238,504 gross revenue, against $51,833 outlay, and the horse market gave a gross revenue of $5,604, which, however, was all taken up with the expenditure incident to running the market.

Fowls.—One hundred and sixty-five thousand fowls were exported in 1898, against 371,000 in 1898, nearly all of them being sent to France and Turkey.

Animal products.—Animal food products do not form a large or important item of the exports from Odessa, bacon and sausages, etc., not having gone beyond the tentative stage; and even butter, the quality of which has greatly improved since its adulteration with oleomargarine has been stopped, was exported only to the extent of 540 tons, worth from $4.37 to $7.21 per pood of 36 pounds. This, together with a large quantity of sheep cheese, was sent to Turkey.

Tallow.—Nine hundred and ninety tons of tallow were exported from Odessa in 1899, and 3,870 tons of skins, hides, and leather were exported in 1899, against 828 tons in 1898. These articles are exported to Great Britain. The total export of these three articles from the Empire amounted to 20,700 tons in 1899, against 10,926 tons in 1898. Riga exported more skins, hides, and leather than any other port, the quantity being 6,984 tons in 1899 and in 1898, 3,654 tons.

Bone meal is not an article that has a large export.

Guts go to Germany, and desiccated blood, tails, bristles, horns, hoofs, etc., are comparatively small items among the exports.

Fish.—As the number of fish taken in Russian waters is annually becoming less, the price is dearer and, in consequence, fish and fishery produce show a largely reduced export. The Government has wisely intervened with a system of protection for the fish, and doubtless the result will be satisfactory.

Petroleum.—Petroleum figures at Odessa simply as an article of home consumption, and scarcely any of it is shipped abroad from this port. Batum exported 1,116,000 tons and Novorossisk 126,000 tons of petroleum in 1899. The total exports of petroleum from the Empire during 1899 exceeded those of 1898 by 342,000 tons. The Odessa trade in petroleum during 1899 may be summarized as follows: Imported by sea from the Caucasus, 71,784 tons of kerosene and 4,806 tons of lubricating oil. Of this, about 10,800 tons of kerosene and 3,600 tons of lubricating oil were for local consumption, the balance being conveyed by rail (tank wagons) to the southwest of Russia. There are 29 petroleum reservoirs at Odessa and these hold 58,400 tons; the pipe line connecting these reservoirs with the harbor is 6 miles long. It is worthy of note that the value of petroleum at the commencement of 1899 was 57 cents per pood of 36 pounds, while at the end of the year it reached 70 cents and retail sales were made at 83 cents. This was attributable to the circumstance that although Galicia, Roumania, and Japan were increasing their output of oil, this did not make up for the deficiency caused by the cessation of this industry in the islands of the Suda archipelago, the failure of some of the principal wells at Baku, and the low reserve stocks in the United States.

Twenty-six thousand one hundred and thirty-six tons of petroleum residue (Mazout) was brought to Odessa during 1899 and sold at 15½ to 16½ cents per pood. The greater part of this was for local consumption and the remainder was sent by rail to the interior and to Austria.

Phosphorites and other mineral fertilizers were not exported.

Manganese ore in very small quantities was exported from Odessa in 1899.

Metals, metal ware, and tinsel were exported in extremely small quantities.

Silks, woolen goods, and carpets.—These articles in small quantities were sent to Roumania and Turkey.

Cotton goods.—Owing to the very high export premium of $1.18 to $1.44 per pood, which the Russian Government pays on all cotton goods manufactured in Russia and exported abroad, the returns at this port show that 1,284 tons of cotton goods were exported in 1899.

Tobacco.—The export of tobacco from Odessa is principally to the Russian possessions in the Far East and is in the form of cigars, cigarettes, snuff, etc. The tobacco crop in 1899 was good in the Crimea, excellent in the Caucasus, and very poor in Bessarabia. The prices were for Bessarabian, $6.70 to $7.72 per pood; Caucasian, $1.55 to $6.18 per pood; Crimean, $1.55 to $5.15 per pood, and for South Coast Crimean, $6.70 to $18 per pood.

Timber.—The total shipments of timber from Odessa during 1899 amounted to 146,200 tons, of which 121,140 tons were of Austrian origin in transit and 25,060 tons of Russian growth. Considering that the total exports of timber from the Empire during 1899, amounted to 972,000 tons, the quantity exported from Odessa was very small. The heaviest shipments take place from ports on the Baltic and White Seas, and by rail over the western frontier. The value of all exports from Odessa in 1899 is given at $33,603,750, or, including the transit trade, as $37,595,000, which is $7,725,000 less than in 1898. The total exports from Russia over her western frontiers are computed at $309,000,000, against $365,135,000 in 1898. A curious coincidence, as will be seen further on in this report, is the circumstance that the imports of Russia over her western frontiers are computed to be $309,000,000, thus exactly balancing the exports.

IMPORTS.

The customs returns at Odessa for 1899 state that 432,000 tons of various kinds of merchandise were imported. Other authorities state that the customs returns are too low, and that an additional 5,000 tons, having a value of over $250,000, should be added. Admitting this, the imports in round numbers would be computed at 437,000 tons, which is over 50 per cent in excess of the 288,000 tons imported in 1898. This great increase is mainly if not exclusively due to the enormous amount of coal imported—178,812 tons against 36,180 tons in 1898. In addition to the 437,000 tons quoted should be added 22,860 tons of tea, olive oil, etc., brought to the port of Odessa from abroad in transit for inland custom-houses, where the duty was paid. As far as possible, the duties on merchandise imported into Russia are paid on the weight of the goods entered, except in those cases where it is possible to enumerate separately, such as ships, liquors in bottles, etc. It is estimated that the total weight of all articles imported in 1899 was 540,000 tons, while in 1898 it was only 360,000 tons. Assuming the exports from Odessa, including those to the Far East, to be a little over 1,476,000 tons, the imports compare with these as 37 to 100, which is the most favorable showing of imports that Odessa has ever had. It is again to be noted that 80 per cent of the tonnage that reaches Odessa comes in ballast, which seriously handicaps the export trade.

The imports at Odessa for 1899 were valued by the customs authorities at $24,483,100, while for 1898 the value was given at $26,780,000. The customs duty collected on the imports of 1899 amounted to $12,828,650, against $9,368,550 in 1898, showing that more valuable goods, paying a higher rate of duty, were imported in 1899. It is extremely difficult to estimate the value of the goods shipped in transit through Odessa. Thus in 1898, about 10,800 tons of tea imported through Odessa in transit were valued at $6,180,000, while as a matter of fact, $15,500,000 would more closely represent its value. For the year 1899, it would be probably correct to assume the value of all imports at about $30,900,000. The total imports of the Empire over its western frontier have been computed at $309,000,000, which is about $20,600,000 in excess of the imports of 1898.

Rice.—One thousand and ninety-eight tons of rice, valued at $48,230, were imported in 1899. The value of rice in the Odessa market was for Japanese and for Patna rice, $106 to $113 per ton; for first-class Italian and for Carolina rice, $137 to $143 per ton, and for Persian rice, $94 per ton.

Starch.—Three hundred and six tons of starch, worth $25,150, were imported in 1899, which is slightly in excess of the imports of 1898. Prices were about the same as in 1898: Colman's, per box of 134 pounds, Russian weight (121 pounds avoirdupois), $9.53 to $9.66; Berger, $8.62 to $8.75.

Vegetables.—Six thousand four hundred and eighty tons of vegetables were imported at Odessa in 1899, which is also slightly in excess of the importation of 1898.

Fruit.—Twenty-six thousand four hundred and eighty tons of fruit were imported in 1899, which is about the average yearly quantity imported, though the figures for 1898 only show about one-half this amount. It is pretty generally understood that the figures for 1898 regarding fruit were not correct.

Dry fruits.—One thousand three hundred and seventy-seven tons of dried fruits were imported in 1899, against 1,458 tons in 1898.

Olives.—Two thousand one hundred and six tons of olives were imported in 1899, which is about the average import. The price at Odessa was from $2.83 to $3.60 per pood of 36 pounds.

Nuts.—Five thousand six hundred and eighty-eight tons of nuts were imported in 1899, against 6,660 tons in 1898. The price for nuts was somewhat dearer in 1899, owing to the failure or short crop of nuts in Anatolia, from whence Odessa is supplied.

Almonds.—Two hundred and sixteen tons of almonds were imported in 1899. As explained in previous reports, the apricot seeds from Central Asia have almost entirely supplanted the almonds in this country.

Spices.—One thousand two hundred and sixty tons of spices were imported in 1899, which was about the same as in 1898, and comprised such articles as ginger, pepper, cloves, nutmeg, cinnamon, etc.

Coffee.—Two thousand two hundred and sixty-eight tons of coffee, valued at $602,550, were imported in 1899. Prices were higher than in 1898, owing to the short crop in Brazil and the East Indies.

Cacao.—Eight tons of cacao were imported in 1899, valued at $22,145.

Tea.—The quantity of tea imported at Odessa is always a matter of dispute, but the amount for 1899 may be taken at 3,312 tons, valued at $1,833,400. Formerly, it was the practice to send all tea exported through Odessa to Moscow, where it was weighed according to Russian weights, in packages ranging from 1 pound down to one-quarter of a pound, and these were shipped to various places in Russia, Odessa included. This practice no longer prevails, and teas destined for Odessa and vicinity pay duty here and are repacked here. About 108 tons of tea were exported from Odessa in 1899 to the States of the Balkin Peninsula. The bulk of the Russian tea trade, however, still finds its base of operations at Moscow, which annually receives through Odessa its supply, that of 1899 being 10,800 tons. Large quantities of tea continue to reach Russia overland, the Irkutsk custom-house having passed 30,836 tons in 1899 (against 29,728 tons in 1898), two-thirds of which is the so-called "brick tea," i. e., tea pressed into the shape of hard, little tablets of varying size and weight. It is worthy of note that tea by the overland route has to pay 48 cents per pound duty, while tea which is brought by sea has to pay only 24 cents per pound. For the first time, Russian tea grown on the Popov plantations in the Caucasus was offered for sale on the Odessa market; it is premature, however, to try to define its quality or probable success with the public.

Tobacco.—One hundred and fifty-three tons of tobacco in leaves were imported at Odessa in 1899, and this was valued at $124,887. About 2,000 pounds of cigars were imported, which is about the same as in 1898. It is stated that the consumption of tobacco per capita in Russia is decreasing.

Alcohol.—Forty three tons of alcoholic drinks were imported in 1899 at Odessa.

Wines.—Eight hundred and sixty-four tons of wines in casks were imported at Odessa in 1899, which was 180 tons more than in 1898; 60,000 bottles of effervescent wines were also imported, which is 7,000 bottles more than in 1898. The quantity of still wines in bottles which was imported in 1899 is not given in the returns. There is an increased output and an annually improved quality of effervescent wine made in Russia, but still it is to be noted that there is a steady increase in the consumption of the imported article. The grape crop in South Russia in 1899 was an exceptionally good one, and Bessarabian new wine could be purchased at 40 to 50 kopecks per vedro (about 8 or 10 cents per gallon). Crimean south coast wine cost 20 to 50 cents per gallon when purchased from the farmers, and 30 to 60 cents per gallon from special viticulturists.

Mineral waters.—There were imported at Odessa in 1899, 1,224,000 bottles of various mineral waters, and these were valued at $121,025.

Cheese.—One hundred and four tons of cheese were imported at Odessa in 1899, worth $34,505.

Fish.—One thousand nine hundred and eighty tons of fish were imported in 1899, worth $273,980.

Animal fat.—Two thousand three hundred and ninety-four tons of animal fat (including a small quantity of butter) were imported at Odessa in 1899, principally for the manufacture of stearin candles. The value of this import was $217,102.

Sponges.—Eighteen tons of sponges, valued at $34,505, were imported in 1899. This article of import came from Greece.

Mineral wax.—Six hundred and fifty-three tons of this article, valued at $150,895, were imported in 1899. In 1898 it was 792 tons.

Hides.—One thousand seven hundred and sixty-four tons of hides, worth $141,625, were imported in 1899.

Leather.—Ninety-nine tons of leather, valued at $89,095, were imported at Odessa in 1899, and $18,025 worth of leather goods.

Furs.—Over 5 tons of various furs, valued at $33,269, were imported at Odessa in 1899, which makes quite a new item in the imports at this port.

Wood and timber.—Under the heading of "wood and timber," 4,923 tons of articles were imported in 1899, and the value of same was $133,900. These articles were probably in a great measure made up of hard woods for cabinetwork.

Turner's and cabinet ware.—Five hundred and twenty-two tons of manufactured articles, under the heading of "turner's and cabinetmaker's ware," were imported at Odessa in 1899, and the value is given at $151,131; in 1898 it was 288 tons, worth $84,460.

Castor seed, copra, etc.—Of castor, copra, etc., 18,486 tons were imported in 1899, and the value was $1,190,937; in 1898, the figure was 9,090 tons; in 1897 it was 6,606 tons, and in 1896, 15,876 tons.

Cement.—There were imported in 1899 1,431 tons of cement, valued at $13,905. Cement is an annually decreasing article of import at Odessa, and Russia is rapidly approaching that period when the importation of cement will cease altogether.

Marble.—In 1899, there were imported at Odessa 7,434 tons of marble, in slabs and lava, in square pieces several inches thick for pavements, and stones for building purposes, all valued at $198,790.

Precious stones.—Of these stones, 945 pounds, valued at $43,260, were imported at Odessa in 1899 through the local custom-house. It is to be presumed that the bulk of these commodities reach Odessa with duties paid elsewhere.

Polishing materials.—Under this heading, the returns show that 1,044 tons, worth $61,285, were imported at Odessa in 1899.

Bricks, tiles, and earthenware tubes.—These articles were imported at Odessa in 1899 to the extent of 29,772 tons, having a value of $229,175, or 7,200 tons more than in 1898.

Stoneware and pottery.—These articles were imported in the small quantity of 297 tons and were worth $23,175; faïence and porcelain, 270 tons, worth $59,225; glassware, 873 tons, worth $50,202; looking-glass plate, 1,748,000 feet.

Coal.—Under the pressure of an all but prohibitive duty, the imports of coal at Odessa had fallen to a very small quantity; in fact, foreign coal was only used by those to whom the peculiar high quality of English coal was of greater consideration or moment than the question of price. Latterly, the enormous strides made in manufacturing industries in Russia have far outstripped the quantity of coal mined in the country, and the result has been a sudden increase in the imports of this article from Great Britain. In the year 1898, the quantity of coal brought to Odessa from Great Britain was about 37,000 tons; in 1899 it was 178,812 tons. During 1899, the cities of Nicolaiev and Theodosia imported about 74,000 tons of British coal; formerly, these cities did not import foreign coal. The total imports of foreign coal into Russia have increased from 2,241,000 tons to 4,284,000 tons. Apart from the fact that there is not sufficient coal mined in Russia to supply the home requirements, there is the difficulty of transport to be contended with, consequent on a lack of double lines of railway and adequate rolling stock.

The products of coal tar were imported in small quantities, which made a total of 1,739 tons, having a value of $48,162.

Colopohonium or rosin.—In 1899, 4,572 tons of rosin, worth $138,535, were imported at Odessa, which was 432 tons more than in 1898. The prices paid were $46 to $55 per ton for American and $56 to $61 for the French rosin.

Ladanum or frankincense.—Of this substance 504 tons, worth $70,000, was imported at Odessa in 1899.

It is to be regretted that no figures are given which show the imports of the preparations of ammonia, and very few relating to sulphur. Of the latter, large quantities are annually imported at Odessa in all stages of refinement.

Soda and potash (*including caustic soda and potash*).—Nine hundred and twenty-seven tons of soda and potash were imported at Odessa in 1899, which is 414 tons less than in 1898. As very high-grade articles of the above denomination are annually produced in increasing quantities, this falling off is not surprising.

There are no returns of the acids imported, but presumably the quantity would be small, as the Russian factories are supplying the market.

Chemical products.—Chemical products not specially and severally enumerated were imported to the extent of 8,676 tons, valued at $483,000.

Vegetable oils.—In 1899, 3,402 tons of vegetable oils, worth $721,000, were imported at Odessa. About 90 per cent was olive oil. Prices were: Galipoli olive oil $270 to $300 per ton; Provence oil, $458 to $565 per ton; Nizza oil in tin cans, $500 to $544 per ton; first-class palm oil from Lagos, $157 to $179 per ton; cocos oil pressed at Odessa or St. Petersburg, $149 to $163 per ton; sesamum, $236 to $243 per ton; castor oil, $240 to $286 per ton, or of Russian manufacture, $243 per ton; aniseed oil, $2,300 to $4,300 per ton. It is believed that the adulteration of olive oil with groundnut oil (arachis hypogæa), which was extensively practiced some years ago, has almost entirely ceased, and in the interests of both consumers and growers this is very desirable.

Tanning materials.—Of tanning materials, 11,278 tons, worth $312,000, were imported at Odessa in 1899.

Paints and dyestuffs.—These articles are classed together, and the quantity imported is given at 5,706 tons, having a value of $555,000. These figures embrace 1,278 tons of white lead and white zinc and 245 tons of verdigris. One of the most important of these articles, at least in value, is indigo, of which about 90 to 110 tons were imported in 1899, the value of which is given at $258,000 to $309,000. A much larger quantity than the 110 tons mentioned passed through Odessa in transit, to be cleared at Moscow or Warsaw.

Pig iron.—There were imported at Odessa in 1899, 2,160 tons of pig iron, valued at $31,000, all of which was British. A large quantity of pig iron was also imported at Marioupol during 1899. The fact that Scotch pig iron was sold in Russia at $32 to $34.50 per ton, while Russian pig iron sold at $22.33 to $23.33 per ton, is ample evidence that there is much room for improvement in the quality of the Russian article.

Of the different kinds of forging iron and, in part, wrought iron, such as beams, bars, rods, rails, hoops, etc., there were 49,930 tons, worth $1,379,000, imported at Odessa during 1899. For 1898, the figures were about the same. As regards the quantity of iron imported at any one port during 1899, Sosnovitsy imported 72,000 tons; St. Petersburg, 42,930 tons; Riga, 36,630 tons. The two last ports have always hitherto taken the lead of Odessa in their imports of iron. The advance of 10 per cent in the value of certain kinds of iron and 20 per cent for other, made it very difficult for the manufacturers of iron to fulfill their contracts on time, or, as happened in many cases, to even find the raw material. How little Odessa is affected by the rapid advance of metallurgy in Russia may be seen from the fact that only 12,240 tons of Russian iron found its way to the Odessa market, constituting only 26 per cent of the total volume, and this in face of the circumstance that the Russian manufacturers have a monopoly along the Volga and Don basins. Places like Odessa, which are accessible to foreign shipping, will retain for a long time their dependence upon imported iron.

Steel.—Of steel, 3,916 tons, worth $114,072, were imported at Odessa in 1899, against 3,618 tons in 1898.

Copper.—There were imported at Odessa, in 1899, 1,350 tons of copper, the value of which does not appear in the returns.

Tin.—Six hundred and fifty-seven tons of tin were imported at Odessa in 1899, against 1,258 tons in 1898. This decrease was due to the abnormal increase in the price of tin, which rose from $515 to $800 per ton.

Lead.—Three thousand one hundred and seven tons of lead were imported during 1899, which is a slight increase over the imports of 1898.

Gold and silver wares.—Of gold and silver ware, 4,503 pounds, valued at $147,805, were imported at Odessa in 1899.

Copper, brass, and bronze ware.—One hundred and eighty-three tons, worth $83,430, were imported.

Cast-iron ware.—Two thousand six hundred and fourteen tons, worth $139,000, were imported in 1899.

Iron and steel ware.—One thousand seven hundred and eighty-two tons, worth $265,000, were imported in 1899.

Sheet-iron ware (both tinned iron and black plate).—Six hundred and thirty-nine tons, worth $134,000, were imported in 1899.

Wire and wire work.—Three hundred and thirty-one tons, worth $74,160, were imported in 1899.

Scythes and sickles.—Four hundred and ten tons of edge and 996 tons of other tools were imported.

Of all kinds of engines, machines, and apparatus, 8,262 tons, worth $1,480,000, were imported in 1899. It is very difficult to arrive at anything like a definite or reliable subdivision of these articles from the customs returns. The following will give some idea as to the situation: Two thousand six hundred and twenty-four tons of machines (not agricultural); 1,270 tons of locomotives (a full cargo of locomotives, 20 in all, from the Baldwin locomotive works, is included in the above); 1,224 tons of agricultural machines (including 1,173 tons of reapers, American make); 900 tons of locomobiles for agricultural purposes, and 1,422 tons of agricultural implements and various parts of machines. The returns for the whole Empire contain the statement that the total imports of all machines increased from 149,112 tons in 1898 to 183,825 tons in 1899.

Physical and other apparatus.—Fifty tons of these, worth $72,615, were imported in 1899.

Watches and clocks.—There were imported, in 1899, 17,739 pieces, worth $136,220.

Musical instruments.—Two hundred and eight pieces, worth $41,200, were imported in 1899.

Ships of iron and wood to the number of 27, valued at $1,252,000, were imported in 1899. (The value given is believed to be much too low).

Writing paper and articles made from it, such as copy books, ledgers, etc., were imported to the extent of 516 tons, and valued at $122,000.

Books, pictures, etc.—One hundred and one tons, worth $53,000.

Cotton.—Of cotton, 27,954 tons, worth $5,444,000, were imported at Odessa in 1899, against 51,480 tons, worth $8,755,000 in 1898. The total imports of cotton into Russia decreased from 201,888 tons in 1898 to 166,986 tons in 1899. Revel imported 49,842 tons; St. Petersburg, 35,640 tons. The decrease in the imports of cotton at Odessa was due to the high price of cotton in Egypt. In 1898, there was an abundant crop of cotton, and, the price being cheaper, Russia purchased largely and had a fair reserve stock in 1899. Toward the end of the year, the cotton trade was affected by quarantine restrictions. Fifteen thousand six hundred and sixty tons of Central Asian cotton was brought to Odessa in 1899, against 16,200 tons in 1898.

Cotton yarn and thread.—Of these commodities, 337 tons, worth $154,500, were imported in 1899, against 99 tons in 1898.

Cotton goods.—Twenty tons of cotton goods, worth $38,370, were imported at Odessa in 1899, and the figures are about the same for 1898.

Jute.—Two thousand one hundred and ninety-two tons of jute, valued at $261,600, were imported at Odessa in 1899, against 3,096 tons in 1898.

Jute wares (chiefly bags for grain).—Twenty-seven tons of jute ware, worth $12,875, were imported in 1899.

Hemp and linen goods.—Two hundred and eighty-eight tons of these goods, worth $37,000, were imported in 1899, against 296 tons, worth $51,500 in 1898.

Silk and half-silk wear.—Of these goods, 4.15 tons, worth $48,410, were imported at Odessa in 1899, against 1.70 tons, worth $46,900, in 1898.

Woolen and semiwoolen goods.—Ninety-nine tons of these goods, worth $196,730, were imported at Odessa in 1899, against 45 tons, worth $134,415, in 1898.

It will thus be seen that the imports at Odessa during the year 1899 were much larger than in 1898; fresh fruit, tea, castor seed, copra, bricks, tiles, and especially coal, show a large increase. The greatest reduction of any one article of import during 1899 was the item of cotton, the value of which was $3,347,500 less than in 1898.

TOTAL IMPORTS AND EXPORTS.

The sum total of all imports and exports of Odessa, including the transit articles, amounts to about $62,078,100, a decrease of $13,921,900 as compared with 1898.

Principal articles of export and import at Odessa, in 1899 and 1898.

EXPORTS.

Articles.	1899.		1898.	
	Quantity.	Value.	Quantity.	Value.
Wheat .... tons	423,204		524,284	$16,401,500
Corn .... do	278,766		342,634	4,815,500
Rye .... do	107,532		158,922	2,837,500
Barley .... do	249,696		584,420	8,100,500
Oats .... do	8,902		11,226	250,000
Oil seeds .... do	43,254		26,478	752,000
Beans and pease .... do	29,050		24,912	648,000
Flour .... do	26,280		31,842	1,729,000
Bran .... do	10,080		6,192	76,500
Oil cake .... do	36,000		43,812	710,000
Sugar .... do	37,056		41,292	1,897,500
Wool .... do	6,264		2,250	476,500
Butter .... do	183		612	193,000
Margarin .... do	None.			2,250
Tallow .... do	990		1,161	169,000
Fish, salted .... do	3,525		5,400	438,500
Caviar .... do	1,219		1,980	389,500
Hides:				
Raw .... do	239		671	183,350
Tanned .... do			91	57,000
Timber[1] .... do	25,060		40,788	576,590
Alcohol .... gallons	1,595,748		1,993,800	450,000
Cattle .... head	4,356		6,051	242,500
Sheep .... do	65,989		74,356	154,905
Horses .... do	660		1,910	124,250
Poultry .... do	165,000		371,000	128,250
Total, including sundries		$37,595,000		24,483,100

IMPORTS.

Agricultural machinery and implements .... tons	1,224		2,466	$350,000
Cotton .... do	27,594	$5,444,000	49,932	8,500,000
Coal .... do	178,812		36,180	180,000
Coffee .... do	2,268	602,550	2,789	800,000
Fruits;				
Dried .... do	1,377		1,458	120,000
Fresh .... do	26,460		12,299	400,000
Iron, steel, etc .... do	48,906		55,800	3,000,000
Machinery .... do	4,834		2,250	500,000
Tea .... do	3,312	1,833,400	2,616	2,600,000
Total, including sundries		24,483,100		31,364,000

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[1] Transit trade not included.

Returns of all shipping at the port of Odessa, in 1899.

Nationality.	Number of vessels.		Tonnage.
	Sailing.	Steam.	
British	....	346	563,191
Russian	2	218	319,938
Austrian	....	67	102,518
Italian	2	70	101,068
German	....	50	66,108
Greek	12	38	44,239
Turkish	19	3	5,513
French	....	26	45,726
Norwegian	....	8	13,629
Other countries	5	11	13,302
Total	40	837	1,275,232

NOTE.—The British tonnage is just over 44 per cent of the whole; in the year 1898 it was just over 50 per cent.

INDUSTRIES.

The failure or partial failure during recent years of the crops in the territory tributary to Odessa has had a very unfavorable effect on the industries of the town. During 1899, there was a falling off in the output, and the condition of the manufacturing industry generally was not a satisfactory one. The following table, showing the returns from the manufactures of the city, is interesting:

Year.	Establishments.	Workmen.	Value of output.
1894	357	10,640	$11,048,810
1895	404	12,123	13,323,050
1896	410	15,715	14,105,850
1897	482	18,876	16,959,980
1898	478	22,172	20,998,610
1899	500	20,859	20,573,220

THE VOLUNTEER FLEET IN 1899.

The volunteer fleet consists of 15 steamships, 6 of which are fast cruisers, 8 are cargo steamers, and one is a steamer built for service on the Sea of Okhotsk. These 15 steamers have an aggregate carrying capacity of 99,000 tons. During the year 1899, these steamers made 22 voyages to the Far East, and in addition to their own boats, the volunteer fleet organization chartered for one voyage each to the Far East the Russian Company's steamer *Odessa*, the French steamship *Alpes*, and the British steamer *Shrewsbury*. The chartering of these steamers was rendered necessary for two reasons, viz, the enormous quantity of cargo to be carried and the inability of the volunteer boats to reach such ports as Nikolaifsk, on account of their deep draft. On these 25 voyages were conveyed 1,836 private passengers, 13,344 military passengers (including wives and children of the soldiers), 7,459 emigrants, and 833 convicts (and persons following them); 92,772 tons of cargo, of which 57,942 tons were Government cargo, consisting of materials required for the construction of the Ussuri Railway, and arms. Twenty-three return voyages were made from the Far East, the ships carrying 607 private passengers, 7,410 military passengers, and 33,858 tons of cargo, 234 tons of which was Government cargo. In addition to the voyages mentioned, two vessels of the fleet were engaged in conveying reserve men and recruits between Odessa and Sevastopol, Novorossisk, and Batum, to the total number of 19,000 persons. The Government has extended the time of repayment of the Suez Canal dues by Russian vessels until the year 1910. On January 1, 1900, there were registered at the port of Odessa 282 steamships and 540 sailing ships under the Russian flag. During 1899, 17 new steamships were registered at Odessa, 11 of which were large, with a total tonnage of 13,434 register; and 6 small steamers for the coasting trade, with a tonnage of 2,212; also 5 sailing vessels, having a total tonnage of 214 register.

TRADE WITH THE UNITED STATES IN 1900.

An interesting feature of the trade in 1900 was the demand for American and other agricultural machinery, such as harvesters, binders, reapers, mowers, horserakes, etc., in sections of the country where these machines had previously been little used. This was notably the case in Poland, and the reason given for the demand was the scarcity of labor, owing to the heavy emigration which has taken place of late years from the district mentioned. Another reason was the absence of the soldier as a field laborer during the present year. It has been the rule here to permit the employment of soldiers as field laborers during the busy season; this year, however, the soldiers were not permitted to work in the Polish provinces in as great numbers as usual. The introduction of horsepower thrashers by an enterprising American from North Dakota, during the years 1899 and 1900, is probably the advance guard of an enormous trade in these machines, and goes to show how individual pluck and perseverance, combined with a really superior article, will overcome local prejudice and competition. The American steam thrashing outfits have found favor in this country, and these machines are the single exception among American agricultural machines and implements which have not found a ready sale in Russia. The duty on the steam thrashing outfits is charged by weight, and while the English outfit is much heavier than the American, and not only costs more in price but pays a heavier duty, still its American counterpart could not compete. The American thrasher and engine looked too light and the farmers were afraid of it. At present, there is no duty on the steam thrashing outfits, provided the thrasher and engine are entered together; when these machines are entered separately they are charged full duty. Horsepower thrashers, on the contrary, must pay duty, and there are no exemptions. It is this feature of the case which makes the successful sale of a number of machines of American make in this country a notable event. That these machines were sold, duty included, at a fair if not a large profit, is owing solely to their superiority and the good work done by them. Horsepower thrashers are manufactured in Russia in large numbers, and the German article, which is close at hand, has always found a ready sale here. Our trade with Russia has heretofore consisted largely in selling agricultural machines and implements to the people, and machines of a different order to the Russian Government. The former trade will annually increase; that with the Government will fluctuate. That our trade in agricultural and other machinery could be still further augmented admits of no doubt. The way to accomplish this is to send practical men, who are more or less familiar with agricultural machinery and with farming, to visit the rural districts of Russia. It would be a necessity for these men to be able to speak Russian or German, or both of these languages, and I may be permitted to point out that any number of such men can be found throughout the Northwest, more particularly in the Dakotas, Minnesota, and Wisconsin.

Other articles of American manufacture, such as office furniture, chairs, sewing machines, bicycles, typewriting machines, lamps, oil and coal stoves, patent carpet sweepers, etc., find a profitable market here; and just at present, there is a fine display of the above-mentioned articles in one of the principal shops. It is a matter for regret, however, that most of the articles named are purchased from the representatives of German houses. The extent to which the Russian trade is in German hands will be best understood by the statement that German banks and banking houses discount more Russian paper than the Russian banks. It is actually necessary to go to Berlin agencies to obtain the rating of Russian merchants. The Germans are persevering, and have an enormous amount of capital invested and floating in Russia. They sell at low prices and give long credits, which enables them to control trade in undeveloped countries. The statement has been made that the Germans are able to undersell other countries, because any loss sustained in ousting the goods of competitors is reimbursed by a combination in Germany which has for its object the adjusting of such losses on the part of the manufacturers. Having captured a market and driven out competitors, it would not be a difficult feat to recoup. Statements of this character have been made, and are believed to be true in many quarters. That German goods are sold at extremely low prices is a fact beyond dispute, and it is much to be doubted whether the high technical education of which so much has been written and spoken of late is the sole cause of the low prices at which many articles of German manufacture are sold abroad.

A market for American coal exists in Russia to an extent that is practically unlimited. Three towns situated on the Black Sea, viz, Odessa, Theodosia, and Nicolaiev, imported 257,000 tons of coal during the year 1899. This coal was either Cardiff or Newcastle, and the quantity shipped was an increase of more than 200,000 tons over the preceding year. The total imports of foreign coal into Russia in 1898 were 2,241,000 tons; in 1899 they were 4,284,000 tons, an increase of over 2,000,000 tons in one year. There is no reason why this trade should not pass largely into American hands. Our coal can be sold cheaper than the British variety, and is equally as good. A word of warning may not be out of place just here, and I beg to say that it is absolutely necessary that the quality of coal sold to Russians should approach, as nearly as possible, the Cardiff and Newcastle varieties. To send inferior qualities of coal here would be to lose the trade altogether, because the Russians have an unlimited supply of the poorer kinds, but when they purchase foreign coal they desire and are willing to pay for the best quality. Parties who propose to sell coal in large quantities to Russia would do well to send a qualified and responsible agent here to look the ground over and find out just what is wanted. The mayor of Odessa might also be addressed directly, as the municipality has notified this consulate that it is its intention to purchase a large quantity of foreign coal for the city's use in 1901. The directors of the Southwestern Railway at Kiev might also be addressed, as the company purchases annually a large quantity of foreign coal, heretofore British coal. The admiralty at Sevastopol also purchases foreign coal for the use of the fleet on the Black Sea, and the Russian Steam Navigation Company and the volunteer fleet, both of Odessa, purchase each year a very large quantity of foreign coal. In addition to these, there are numerous dealers at Odessa and elsewhere on the Black Sea who purchase foreign coal. The mayors of Theodosia and Nicolaiev should also be addressed on this question.

Climatic conditions in Russia are of so uncertain a character as to render farming an unprofitable pursuit. A good soil and plenty of sunshine are marred by the lack of rain at the proper time, or, as has happened during the past two or three years, no rain at all in quantities sufficient for the soil. Early during the current year, the outlook for the growing crops was not unfavorable, and a revival of trade was looked for at this port. Unfortunately, the promise of the spring was not realized at the harvest. The season was a very dry one in the southern country, little or no rain having fallen since the month of April. Winter crops in the three best and most reliable provinces of Russia, namely, Kiev, Podolia, and Volhynia, were very poor, having been damaged by frost and later by drought. The governments of Bessarabia and Cherson, which suffered so heavy a loss of crops in 1899 as to require both government and private aid to help to keep the inhabitants over the winter, have again in 1900 experienced a serious loss in this respect, and reports which have reached here of late tell of great distress among the people and a very gloomy outlook for the approaching winter. Disease is rife among the inhabitants and typhus is very prevalent. The United States vice-consul at Odessa was authorized by the Russian authorities last year to receive and distribute funds in Bessarabia and Cherson. These funds were from private parties and over 100,000 rubles were thus received and distributed. In addition to this, the Government distributed largely throughout the districts mentioned. An excellent system was adopted and the people were sufficiently fed, at an expense of about 5 kopecks (less than 3 cents) a day. This year again the same measures must be taken, and with a people depressed and still further weakened by scarcity of food and disease. A failure or partial failure of crops is also reported from the governments of the Taurida and Ekaterinoslav, but fortunately not to the same extent as in Bessarabia and Cherson.

The table which follows shows the exports from Odessa for the six months ended June 30, 1900 and 1899:

Articles.	1900.	1899.	Articles.	1900.	1899.
Wheat ....tons..	221,814	338,178	Flour ....tons..	13,218	13,324
Rye....................do...	55,127	57,134	Bran ....do...	3,113	4,600
Corn ....do...	46,241	184,114	Siftings ....do...	640	270
Barley ....do...	51,212	165,546	Sugar ....do...	28,853	1,511
Oats....................do...	9,380	6,645	Wool....................do...	643	772
Pease ....do...	4,979	4,678	Timber ....do...	72,436	82,253
Beans....................do...	2,823	4,190	Alcohol..............gallons..	2,144	3,746
Millet....................do...	72	327	Horses................head..	105	74
Oil seeds................do...	2,859	5,565	Cattle....................do...	2,463	2,004
Oil cake ....do...	18,301	23,881	Sheep ....do...	310	3,702

THOS. E. HEENAN, *Consul.*

ODESSA, *November 12, 1900.*

RIGA.

The year on record (1899) appears to have been a favorable one in this consular district.

Whereas in the foregoing year the exports amounted to about $37,500,000 and the imports to about $30,500,000, in 1899 the figures were $36,000,000 and $35,000,000, respectively. The increase of the import values was principally due to the rapid development of the industries of this city, which render necessary a continually increasing supply of materials, viz: Coal, cotton, machinery, tools, steel, and iron.

EXPORTS.

Exports have decreased a little, as far as the value is concerned, but shipments of several articles have shown an increase, which I shall mention later on. There was a remarkable decrease in the wheat exports, amounting for this port alone to 56,450 tons.

Exports of other articles have risen as follows: Rye, about 2,100 tons; oats, 9,700 tons; oil cake, 8,900 tons: flax, 16,130 tons.

Even if the importance of this port for the grain market is somewhat on the decline, the apprehension of which seems premature, since the influence on the market of the partly completed railway communications to the Siberian grain districts can not as yet be fully appreciated, Riga at least maintains its supremacy in flax, hemp, and eggs.

The recent opening of a new railway line, Tuckum-Windau, which will no doubt contribute to the development of the latter port (open to navigation the whole winter), will hardly prove detrimental to the trade of Riga.

The export of flax from Riga amounted during the year on record to 101,641 tons, which represents 45 per cent of the total Russian flax export, and exceeds considerably the quantities exported during the same space of time from St. Petersburg, Libau, Revel, Pernau, and Archangel.

The export of hemp, which has gone down ever since 1887, was nevertheless very satisfactory during the last year.

The export of eggs from this port amounted to 30,290 tons in 1897, 32,460 tons in 1898, and about 33,000 tons in 1899. The increase, it will be seen, is not very considerable. Nevertheless, Riga maintains its place as the first export market for Russian eggs, as about 30 per cent of the total Russian exports of this article took their way through this port in 1899, principally for Germany, England, Belgium, and Holland.

As regards the export from Riga to the United States, I submit the following figures, based upon consular records:

Albumin, about	$2,213
Books	10,025
Flax	18,586
Glue stock	3,255
Hair	20,271
Hemp	14,168
Household goods	4,120
Liquors	$2,847
Objects for divine service	7,348
Rubber waste	124,523
Skins	280,884
Sundries	1,470
Wool	13,616

IMPORTS.

During the year on record, a considerable import has taken place, and I shall give particulars regarding the most important articles.

Coal.—In consequence of the large number of new factories and commercial undertakings in this consular district, a considerable increase in the import of coals has been manifest. Whereas in 1898 the import only exceeded that of the foregoing year by about 50,000 tons, the increase for 1899 is about 200,000 tons, making a total import of 509,000 tons. Hitherto, English coal has been chiefly used here, the Russian mines not having been able to compete owing to the long distance from this district and the high railway freights. American coal has a chance of a market here, provided coal prices in general keep high and freights to the Baltic low. The price for best English Newcastle steam coal has during 1900 been 25s.-27s. ($6.07-$6.56) a ton, delivered at Riga.

Cotton.—In this branch also, a development is to be noted. The quantities of raw cotton imported during 1899, viz, 8,280 tons, amount to almost twice the import of the foregoing year. This gain in the cotton supplies, of which only the fifth part represents goods in transit (for the neighboring interior towns), bears witness to the flourishing state of the local cotton industry.

Machines, machinery, etc.—The import for 1899 was 28,210 tons against 12,060 tons in 1898, and this increase is principally due to the new industrial undertakings which have been started here.

Imports from United States.—The articles imported to this port from the United States consist mostly of machines—agricultural and other—tools, hardware, etc. However, as almost all the said goods have before arrival been transshipped in a European port, which figures as the origin in the custom-house registers, the quantities imported as well as the fluctuations in trade can not be ascertained.

INDUSTRIES.

A large number of factories have been built during 1899, and although some of them were only finished this year, it may be said that 1899-1900 will always be remarkable in the history of Riga. Among the factories I may mention electrical works, a chemical factory, a cask factory, several steel and iron works, and a few breweries. A large number of laborers have come to Riga from the country to seek employment.

NAVIGATION.

During the past year, the port of Riga was visited by 1,911 ships, measuring 1,177,852 net registered tons, of which 1,619 were steamers, measuring 1,104,322 net registered tons, or 93.8 per cent of the whole figure, against 1,965 ships in 1898, measuring 1,221,858 net registered tons, of which 1,632 were steamers, measuring 1,135,734 net registered tons, or 93 per cent. It will be seen that a small decrease has taken place. The ships that entered the port in 1899 were flying the following flags:

Russian	560	Dutch	6
German	375	Belgian	3
British	368	French	2
Danish	326	Italian	2
Swedish	144	Austrian	1
Norwegian	123		

No ship flying the Stars and Stripes visited this port during 1899.

The winter 1899-1900 was exceptionally severe, and consequently the navigation was interrupted for an unusually long period. The last steamer left the port on the 8th of January, and the first steamer entered the port on the 22d of April, while three steamers were frozen up in the harbor during that period.

N. P. A. Bornholdt,
Consul.

Riga, *October 31, 1900.*

SPAIN.

BARCELONA.

The great activity in the commerce of Spain, referred to in my last report,[1] has not been maintained. This decline is accounted for in various ways. First of all, the merchants, warehousemen, manufacturers, and shopkeepers bought freely in the fall of last and the beginning of this year, and are unwilling to pay the prices now exacted by manufacturers for their goods, which have advanced materially, owing to the increase in the cost of raw products, such as cotton, coal, flax, yarn, etc. Manufacturers are working under difficulties, and many of the mills are running on half time. Owing to the cost of living, labor troubles have occurred in several of the provinces, because of the demand by the operatives for increased wages, which the manufacturers find it impossible to concede at the present time.

COTTON INDUSTRY.

As I have explained in former reports, the staple industry of this country is cotton spinning and weaving. The crisis which has so seriously affected the cotton trade this year throughout Europe has made itself all the more keenly felt by the Spanish spinners and manufacturers, as it comes at a time when the loss of the colonial markets is beginning to be noted. In spite of the good harvest prospects, the home consumers of cotton textiles have bought only from hand to mouth, and have fought steadily against paying the increased prices required by the manufacturers to cover the actual cost of production, rendered daily more heavy by reason of the continued advance in raw materials. The result of this stagnation of trade was an accumulation of large stocks in warehouses, and when, in September, cotton rose to prohibitive prices, coupled with the high cost of coal, the depressing outlook for the manufacturer may be gauged from the fact that, rather than continue working under such unfavorable circumstances, many mills were closed, and large quantities of raw materials were reshipped from Barcelona to Liverpool. Energetic efforts are now being made to foster trade with the South American republics, in order, if possible, to obtain an outlet there for goods that are being driven out of Cuba and Porto Rico by the competition of American manufacturers; but thus far, the attempts have met with scant success. It is said that the Government has been asked to consider in the next Cortes the question of suppressing the import duties on raw materials, so as to reduce the cost of production, and thus give the manufacturers a better chance of competing in foreign markets.

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[1] Commercial Relations, 1899, Vol. II.

The number of cotton spindles in Spain is roughly estimated at about 3,000,000, with about 70,000 looms. The capital invested in this class of industry has been estimated by some to reach a total of about $100,000,000, including value of buildings and machinery. The cotton trade gives employment to more hands than any other branch of labor in Spain, excepting agriculture. The last statistics available give the number of cotton mills in the province of Barcelona as follows: 104 for spinning, 508 for weaving. The branch in foreign markets in which the Spanish manufacturers are best able to compete covers hosiery and knitted goods. The center of this trade is at the flourishing little town of Mataro, on the coast about 20 miles north of Barcelona. It is in the commoner qualities of cheap undershirts and socks that most of the export trade is done, and shipments are even made from here to the British colonies. Between 40,000 and 50,000 operatives are employed in the mills at Mataro. Dyed and printed cottons are produced in large quantities. Several of the largest cotton printers have retained the services of foreign chemists, at high salaries, to prepare their colors.

The commoner kinds of cotton velvet are exclusively supplied by native manufacturers, but in the finer qualities for ladies' dresses, they have to meet the competition of the English and the German markets.

Ten years ago, a large trade was done with the Spanish colonies in cotton blankets, but at present this branch of trade is greatly depressed.

WAGES.

The spinning hands are usually paid a certain sum per weight of thread produced by the machine under their charge; the weavers by the piece; and other operatives a daily wage averaging 3½ pesetas (about 50 cents), in Barcelona and the surrounding country, and slightly less in other parts of Spain.

The following scale of wages will show the weekly earnings of the operatives:

Operatives.	Pesetas.[1]	United States currency.
Mill managers	60 to 125	$9.00 to $18.75
Overlookers	40 to 50	6.00 to 7.50
Foremen	20 to 30	3.00 to 4.50
Engineers	20 to 80	3.00 to 12.00
Firemen	15 to 30	2.25 to 4.50
Spinners and weavers, both sexes	24 to 30	3.60 to 4.50
Blacksmiths and carpenters	24 to 30	4.50
Day laborers	15 to 21	2.25 to 3.15

[1] Peseta valued at 15 cents.

The following table covers the number of bales of cotton landed at the port of Barcelona from the 1st of October to the 30th of June:

Origin.	1896-97.	1897-98.	1898-99.	1899-1900.
United States	180,431	226,581	256,203	208,097
Peru	....	....	....	98
Souboujeac	13,475	50	928	4,694
Levant	4,389	418	1,111	6,338
Egyptian	17,221	20,932	18,080	18,412
British India	8,924	5,237	18,605	1,931
Total	224,440	253,168	294,927	239,570

The season of 1898–99 was one of marked activity in the Spanish cotton trade. The foregoing figures show that during the past season, 1899–1900, 55,357 bales less have been imported than during the previous year; and also that the imports from the United States have diminished 48,106 bales.

LINEN TRADE.

A recent work on the linen-flax trade in Spain puts the number of mills at 191, classified as follows: Thirty fitted with modern machinery with all the latest improvements; 30 fitted with old machinery, working with old methods, and having partly power looms and partly handlooms; 131 furnished only with handlooms. Besides this, there are numberless weavers scattered throughout Spain, one or more in almost every village, who weave coarse linens for the use of the poorer classes. The principal foreign market upon which Spain depended was Cuba, where as a result of a heavy protective tariff it was able to compete freely with Irish linens, and the loss of Cuba has proved a great blow to this industry; for even though labor may be cheaper here than in other places, the fact that all the raw materials have to be imported and pay duty renders it impossible for the Spanish manufacturer to offer his goods on advantageous terms in a market not protected by a discriminating tariff. The yarn is imported from Belgium, Ireland, and Germany; the warps principally from Germany and Belgium; and the wefts from Ireland, and also to some extent from Bohemia in Austria.

WOOLEN INDUSTRY.

During the last twenty-five or thirty years, the manufacture of woolen cloth has made rapid strides both in the point of quantity produced and the quality of the stuff. The increased tariff of 1892 brought several foreign manufacturers to this country. A leading French firm established a large cloth mill at Sabadell, in the province of Catalonia, which, together with the neighboring town of Tarrasa, forms the center of the woolen industry of Spain. An English manufacturer put up a mill for spinning fine worsted yarns in one of the suburbs of Barcelona. I am told that prior to the Cuban insurrection, a considerable trade was done from Barcelona in fine, light woolen cloth, which was much liked by the planters of that possession. The cessation of hostilities and the altered order of things in Cuba have not brought back this trade to the Spanish manufacturer. There are in Spain about 670,000 spindles, 6,000 ordinary looms, 1,500 Jacquard looms, and over 2,000 power looms.

Worsted yarns.—Until 1892, there were in Spain only two worsted spinners—one in Barcelona and one in Sabadell. Now, there are about 100,000 spindles running, with a capital invested of $1,500,000, mostly foreign. Woolen blankets, caps, shawls, and carpets are also manufactured in Spain.

LEATHER.

The principal article of import into Spain from the United States under the head of dressed leather is glazed kid, which again is subdivided into black and colored. Of black glazed kid, between 6,000 and 8,000 dozens are annually imported from the United States, at prices ranging between 12 and 18 cents per square foot. Of colored glazed kid, between 500 and 1,000 dozens are bought, at from 24 to 30 cents per square foot. The trade in these goods would be greatly increased in favor of our manufacturers, if the existing discriminating duties in Spain were removed and our imports were assessed at the same rate as those from Germany, which at present pay 1.25 pesetas per kilogram (about 18.7[1] cents per 2.2046 pounds), while ours pay 1.60 per kilogram (24 cents per 2.2046 pounds) on goods of this class, besides the heavier freights. I am informed that already, two German firms are manufacturing glazed kid and underselling our manufacturers in this market. Large cheap skins are suitable for the Spanish market, and consequently the difference in the tariff of 0.35 peseta per kilogram represents a considerable increase in the cost of each skin. Tanned calfskins are principally imported from the United States as colored Russian calf, classified as real calf and veals and sides.

The consumption of calfskins received directly and indirectly from the United States may be roughly estimated at about $500,000 per annum; but in this article, as in the glazed kid, our manufacturers are met by the formidable competition of the German firms. The duty is as follows: From Germany and other favored nations, 2.50 pesetas ($0.36) per kilogram; from the United States, 3.25 pesetas ($0.48) per kilogram. There is little doubt that if our leather were not thus handicapped, it would find a much larger sale in the Spanish market.

Another advantage the German firms have lies in the easy terms of payment they afford their customers.

A small but yearly decreasing quantity of British tanned strap butts is imported by the makers of leather belting, for driving belts and the best quantities of strapping, but as the Spanish tanners improve the quality of the leather they turn out, the demand for foreign leather will diminish. The tanning industry in Spain is fairly important, although it sustained a severe blow by the loss of the island of Cuba, this having been a large market for boots and shoes which were manufactured in the Balearic Islands and other parts of Spain. The following particulars will show that this industry is likely to develop considerably, and if our makers of modern machinery wish to sell their machines here, they should not delay in bringing their catalogues to the notice of the tanners. Several tanneries have already put up new machinery and an English tannery has been opened. The advantage they have over their slow competitors is so apparent that others on similar lines must speedily follow. All drawings should be accompanied by descriptions in Spanish, and the prices should be quoted c. i. f. Barcelona. As a rule, the tanners here are uneducated, and offers made to them in a foreign language would be quite useless. In the province of Catalonia alone, there are 267 tanneries, most of which are devoted to the preparation of sole leather. There are also 70 tanneries of Calcutta kips for uppers. About 300,000 River Plate hides are consumed annually, besides some 70,000 hides from the local butchers. It is calculated that the tanneries in this district require 1,000 hides per day for sole leather.

Of light Calcutta kips, about 2,500 to 3,000 bales are imported annually, the finer qualities of poisoned sorts being almost all sold in Valencia, where fine leather for yellow shoes is principally made. The average weight of the skin varies between 2½ and 3½ pounds. About 1,000 bales of coarser-grained hides, averaging between 10 and 20 pounds, are also received from China and the province of Scinde in British India.

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[1] Taking the present market value of the peseta at about 15 cents.

Owing to the present unsettled state of the trade, it is difficult to give the number of the workmen engaged in the various tanneries in the province of Catalonia, but they may be roughly estimated at about 6,000.

The wages paid vary according to the capacity of the operative, but the usual wage is from 3.75 to 4 pesetas (56 to 60 cents) per day. In this province, all the men belong to their trade union. The working day is at present eight and three-fourths hours, but the union has for some time been agitating for an eight-hour workday, and as a result an uneasy feeling exists that further serious strikes are imminent.

Tanners in Spain have until quite recently been content to tan on the old-fashioned lines, and in most small tanneries, only primitive machinery is to be found. Sole leather is left in the pits for ten to twelve months, while lighter kips are ready in about half that time.

As Catalans are, however, very enterprising, it is to be presumed that it will not be long before capitalists place their money in modern machinery for the improvement of this branch of industry.

FINANCE.

As the fluctuations of the Government scrip are fairly indicative of the country's credit, the following table is given, showing the official quotations from the 1st of January to the 1st of September:

Month.	Interior 4 per-cents.	Redeemable.	Cubas.	
			1886.	1890.
January	68.92 to 69.60	76.00 to 77.50	78.00 to 82.40	66.10 to 68.65
February	69.42 to 70.30	77.85 to 78.00	81.65 to 82.65	68.25 to 69.00
March	70.87 to 74.50	78.15 to 81.60	82.75 to 86.87	69.25 to 72.87
April	71.42 to 73.35	79.00 to 80.75	84.15 to 85.85	70.15 to 72.00
May	72.25 to 68.90	78.50 to 76.25	84.25 to 81.00	70.25 to 68.00
June	71.10 to 73.20	80.25 to 80.50	82.50 to 85.75	69.50 to 71.75
July	71.95 to 72.65	79.35 to 80.25	85.00 to 87.35	71.00 to 73.25
August	72.20 to 73.95	80.00 to 81.50	85.00 to 87.35	71.00 to 73.25

The foreign exchanges during the first eight months of 1900 have fluctuated as follows:

Month.	On Paris (pesetas per cent premium).	On London (pesetas per pound sterling).
January	28.00 to 29.25	32.30 to 32.55
February	28.60 to 29.40	32.40 to 33.18
March	29.75 to 31.90	32.70 to 33.25
April	27.70 to 30.60	32.15 to 32.90
May	24.75 to 29.00	31.40 to 32.55
June	25.70 to 27.10	31.67 to 32.00
July	27.00 to 28.20	31.85 to 32.20
August	27.80 to 29.50	32.00 to 32.50

In accordance with the law of the 27th of March last, the conversion of the redeemable debts took place in October of this year, as follows:

Nominal value of the debts to be converted.

	Pesetas.
Redeemable 4 percents	1,503,635,000
Cuban bonds:	
1886	585,750,000
1890	391,558,000
Philippine bonds:	
Series A	151,576,000
Series B	46,374,000

This large quantity of redeemable securities will be retired and replaced by 4 per cent interior perpetual debt in corresponding proportions. With the object of paying off the treasury floating debt and customs bonds and colonial debts, by royal decree dated 19th of May last, 1,200,000,000 pesetas of 5 per cent bonds were issued on the 4th of June of this year, redeemable in fifty years. By the 5th of June, the amount had been oversubscribed twenty-five times.

TRADE WITH THE FORMER COLONIES.

Although a considerable export trade is still maintained between Spain and the lost colonies, the manufacturing interests of Catalonia have begun to suffer.

Prior to the war, in anticipation of a growing trade with the colonies, favored by the protective legislation of the Spanish Government, fresh capital had been largely invested in spinning and weaving machinery. With the loss of the favoring tariff in those islands, overproduction has ensued and a consequent stagnation in manufacturing districts. In some kinds of manufactured goods, however, Spain still holds her own, notably in cotton hosiery and cheap knitted goods.

To the Philippines, large quantities of cotton yarn up to No. 60 are sent in gray, bleached, and dyed state. Cotton prints are also still shipped to that market.

I am informed by a leading export merchant that one of the reasons Manila buyers place their orders for cotton prints in Spain, is the rapidity with which the manufacturers are enabled by the favorable climate to finish their goods, thus executing the orders in much shorter time than would be the case in England.

From the table of exports, it may be seen that the large consignments of wheat flour from Spain that formerly went to Cuba have practically ceased; but a careful examination of the only statistics available, incomplete though they be, will suffice to show that with the exception of boots and shoes and paper, the only exports that have been maintained are those consisting of alimentary products.

ELECTRIC ROADS.

The Barcelona Tramways Company is now running all its cars, excepting on one section, by electricity, so that it is now only in the suburbs, where the lines are controlled by companies that have not yet changed their traction, that horse cars are still to be seen.

By the end of this year, the new electric tramway from Barcelona to Horta will be completed, and I am told that the company will then proceed to convert its present steam tramway running to San Andres into an electric tramway. These two lines belong to a Belgian company. The cars for the Horta section have been purchased in the United States, but the rails, wire, and other plant have been bought from Belgium and England.

Concessions have been obtained for several other electric lines in Barcelona, and I shall be glad to furnish all possible particulars to any firms applying to me.

SPANISH TARIFF.

The following extract from the Spanish customs tariff will show the duty charged on some of the principal articles of import from the United States, and the duty charged on the same goods when imported from countries enjoying the benefits of the lower rate.

It will be noticed that many of our products that would most readily compete with foreign imports are those that are most heavily discriminated against. Tools, for instance, pay 11 pesetas per 100 kilos (or about 1 cent per pound) more when brought from the United States than when coming from Great Britain or Germany. Wire pays 2.40 per 100 kilos more, and hardware 7.20 pesetas more.

The duty on petroleum is the same from all countries, but if transshipped at any European port, an additional tax of 50 centimos per 100 kilos is charged, thus favoring direct importation.

Extract from Spanish tariff.

Article.	From United States.	From favored nations.	Unit.
	Pesetas.	*Pesetas.*	
Coal	3.00	2.50	1,000 kilos.
Raw petroleum	25.00	25.50	100 kilos.
Refined petroleum	37.00	37.50	Do.
Cast iron:			
Manufactures	10.20	8.50	Do.
In ornamental goods	21.00	17.50	Do.
Files and tools	66.00	55.00	Do.
Polished iron wares enameled or ornamented with other metals	43.20	36.00	Do.
Iron wire	14.40	12.00	Do.
Fine iron wire	19.20	16.00	Do.
Copper and brass wire	48.00	40.00	Do.
Zinc, tin, and other metals gilded and silvered	35.80	26.00	Do.
Tar and other resinous products	5.40	4.50	Do.
Dyewood extracts	9.40	7.80	Do.
Prepared colors	30.70	25.60	Do.
Pills and medical globules	2.40	2.00	Per kilo.
Starch	30.00	25.00	100 kilos.
Paraffin wax	48.00	40.00	Do.
Perfumery	3.00	2.50	Per kilo.
Common paper	14.10	10.85	100 kilos.
Staves	15.00	10.00	1,000 pieces.
Lumber	6.00	5.00	Per cubic meter.
Pipes	13.00	10.00	100 kilos.
Glazed skins and tanned calfskins	3.25	2.50	Per kilo.
Other tanned skins	1.60	1.25	Do.
Guts	25.35	19.50	100 kilos.
Harmoniums	104.00	80.00	Do.
Pianos	325.00	250.00	Each.
Agricultural machines	18.20	14.00	100 kilos.
Engines with and without boilers	21.60	18.00	Do.
Sewing machines and bicycles	84.00	70.00	Do.
Machinery, and parts of machinery	24.00	20.00	Do.
Canned meats	11.60	11.60	Do.
Lard	50.00	50.00	Do.
Wheat	8.00	8.00	Do.
Other cereals	4.40	4.40	Do.
Rubber goods	2.60	2.00	Do.

As the value of the peseta fluctuates, no attempt has been made to give the gold equivalent. The par value is $0.193; the present market value, about $0.15.

BANKING FACILITIES.

Barcelona being the center of the commerce of Spain, it is of course natural that many large banking concerns should be established here.

The Credit Lyonnais has one of its most important branch establishments located in Barcelona, and its already extensive premises are being enlarged yearly, showing that the facilities this bank gives for international trade are appreciated.

There are also several wealthy private bankers who give drafts on London and New York.

COAL.

Barcelona, the principal and largest port in Spain, consuming nearly 700,000 tons of coal yearly (550,000 tons of which come from England) furnishes an excellent market for American coal, if the problem of cheap transportation from the United States to Mediterranean ports is solved.

I have dealt with this subject in a report published in Special Consular Reports, Vol. XX, Part 1, but it is not out of place to give a few additional figures and details regarding the subject here.

During the year 1899, the amount of coal imported into Barcelona was as follows:

	Tons.		Tons.
Cardiff	258,225	Liverpool	6,098
Newport	49,206	Aviles and Gijon (Spain)	134,862
Grimsby	5,756	United States	2,313
Newcastle	184,248		
Leith and Glasgow	38,115	Total	678,853

The Spanish coal comes from the ports of Aviles and Gijon, in Asturias, northern Spain, and is used both for steam and gas purposes. As a rule, it is of low grade, but owing to the scarcity and high prices of British coals, its importation has rapidly increased of late years. It should not be a factor to contend with in the introduction of our best steam coals. Spanish coal, however, is now used in grates for heating, for mixing with high-grade steam coals, for generating steam at low pressure, and for bleaching purposes.

The quotations of British and Spanish coals per ton c. i. f. in Barcelona are at present:

Description.	Price, c. i. f.		Description.	Price, c. i. f.	
	Shillings.			*Shillings.*	
Best Cardiff steam	40	$9.73	Newcastle gas	31	$7.54
Second-class Cardiff steam	38	9.24	Scotch steam coals	29	7.05
Newcastle steam	31	7.54	Aviles and Gijon	29	7.05

The freights on coal cargoes from Cardiff, Newcastle, and Scotland vary every month, but are at present:

From—	Per ton.		From—	Per ton.	
	s. d.			*s. d.*	
Cardiff	11 6	$2.80	Glasgow	12 6	$3.04
Newcastle	12 6	3.04	Aviles and Gijon	10 6	2.55

FACILITIES OF PORT OF BARCELONA.

Steamers with coal cargoes discharge in the outer harbor, moored stern on to the quay. The depth of water at this usual discharging berth is about 23 feet, but steamers of 26 or 27 feet could also be accommodated if necessary. Discharging can be done at the rate of 500 to 700 tons per day, but, as the usual British coal charter party stipulates for only 300 to 400 tons per day, unless the ship is willing to pay dispatch money, this rate is not usually exceeded.

A private concern is now constructing an aerial electrical apparatus which, it is claimed, will unload at the rate of 800 or 900 tons daily.

The Spanish Government has recently given concessions to local companies to maintain two floating coal hulks for bunkering ships, and thus avoid duties.

The usual terms of credit allowed by British merchants are open credit for thirty days, less 2½ per cent discount, but some firms allow three months' credit to some of their customers, accepting drafts at ninety days in exchange for documents. The standing of most of the firms engaged in the coal trade is good, and even during the present crisis no failure has been recorded.

OBSTACLES TO BE OVERCOME IN INTRODUCING AMERICAN COALS.

(1) As the freight from British ports varies according to supply and demand, so does it also from the United States, but in a much greater degree, following the demand for tonnage for cotton and grain cargoes to northern Europe and the Mediterranean. One cargo of American gas coal imported during the month of May paid 18s. ($4.38) a ton freight. At the present writing, freight rates are quoted at 22s. ($5.36) per ton.

(2) The steamers offering to load for an Atlantic voyage are generally of 3,000 to 5,000 tons dead weight, and it is difficult to place so large a cargo with one merchant or even with several. The steamers usually loading in British ports for this trade average from 2,000 to 5,000 tons.

Steamers from Wales and Scotland generally get a cargo in the shape of ore and fruit sufficiently large to pay expenses, by calling at several Spanish ports for the return trip. Colliers from America should get a small amount of wine, ore, and dried fruit, but the table under the head of transportation facilities will show to some extent how little colliers could depend on return cargoes from Spain, except those of ore.

(3) As American steam coal has never been imported here, it is very difficult to estimate its exact value as compared with other descriptions, such as Welsh and Scotch coal, and, although an analysis can always be given, merchants are not inclined to purchase without some more practical proof of quality.

PORT CHARGES.

Although American coal has benefited very considerably by a royal decree which came into force in Spain on the 20th of March last, there is still a slight extra charge as compared with European coal. Previous to the above date, the total charges on a ship arriving at this port with a cargo of American coal were 9 pesetas (about $1.35 at present exchange) per ton, whereas under the new tariff, the rate on non-European cargoes of coal is reduced to 4 pesetas (about 60 cents), made up as follows:

	Pesetas.	Cents.
Port-works tax (local charge)	2	30
Transport tax (general for Spain)	2	30
Total	4	60

The charges on a steamer with European coal are as follows:

	Pesetas.	Cents.
Port-works tax (local)	2	30
Transport tax (general)	.50	7.5
Total	2.50	37.5

Which makes a difference in favor of European coal of 1.50 pesetas (about 22 cents) per ton. These charges are in the nature of "port and light dues," and are leviable on the ship, and have nothing to do with the custom-house duty, which is payable by the receiver in all cases.

In my opinion, the best way to introduce our coal into this market is to send a small quantity at first as a sample, dividing a cargo between Italian and Spanish ports; and if the coal and prices suit the local dealers, to make profitable arrangements for colliers. The present offers from America of $2.50 per ton f. o. b. United States ports, cash against shipping documents, on coal that is unknown here, and freights from 20s. to 22s. ($4.86 to $5.36) a ton, are poor inducements to the Barcelona coal merchant.

TRANSPORTATION FACILITIES.

The Spanish Compañia Transatlantica, with a large fleet of steamers plying between Spain, Cuba, South America, and Mexico, about three months ago established a direct line between Barcelona and New York, leaving Barcelona on the 26th of each month and touching at other principal Spanish ports both ways.

From the following table, which gives the tonnage and freight rates to and from Spain, it will be seen that the freights carried by this line, especially from Spain, have so far been small, but cheaper and more direct transportation should increase our export trade, and it is to be hoped that our exporters will patronize this line of steamers, which does something to overcome the present discriminating Spanish tariff on our goods.

As will be noticed, the rates on this line are very high, but lower than on lines via Marseilles and Liverpool. For instance, 30s. ($7.29) per ton is asked on wire and wire rods from New York to Barcelona, the only alternative line being the Cyprien Fabre Line of French steamers, running to Marseilles, with a through rate to Barcelona, including transshipment at Marseilles, of 32s. 6d. ($7.90) per ton. This is nearly three times as much as the freight to ports in Great Britain.

Traffic between New York and Spain by the Spanish Campañia Transatlantica's steamers during the months of June, July, and August, 1900.

IMPORTS.

Merchandise.	Quantity.	Rate of freight per ton.	
BARCELONA.	*Kilograms.*[1]	*Shillings.*	
Petroleum	164,923	22 to 25	$5.35 to $6.08
Raw cotton	754,759		(2)
Bicycles	241		7.00 to 8.00
Empty bottles	319		7.00 to 8.00
Coffee	4,241		7.00 to 8.00
Drugs	916		7.00 to 8.00
Beans	15,400	20 to 25	4.86 to 6.08
Oilcloth	1,152	30 to 40	7.30 to 9.73
Files	1,943	30 to 40	7.30 to 9.73
Lard	19,429	30 to 40	7.30 to 9.73
Machinery	1,969	30 to 40	7.30 to 9.73
Furniture	1,474	30 to 40	7.30 to 9.73
Perfumery	3,037	30 to 40	7.30 to 9.73
Skins and leather	6,878	30 to 40	7.30 to 9.73
Sausage covers	79,084	30 to 40	7.30 to 9.73
Wine in boxes	3,393	30 to 40	7.30 to 9.73
Spirit, extracted from briar	3,504	50 to 55	12.16 to 13.38
Total	1,062,162		
CADIZ.			
Sugar	6,818		.12¼ to .15
Pickles	8,194		6.00 to 7.00
Staves	50,400	(3)	(3)
Phonograph accessories	1,953	30 to 35	7.30 to 8.51
Flour	213,100		4.00 to 5.00
Machinery	328	30 to 40	7.30 to 9.73
Furniture	393	30 to 40	7.30 to 9.73
Total	281,186		
SANTANDER.			
Cartridges	1,178	(4)	(4)
Machinery	949	30 to 40	7.30 to 9.73
Total	2,127		
VALENCIA.			
Sausage covers	27,499	35 to 45	8.51 to 10.94
MALAGA.			
Lead seals	8,829	35 to 40	8.51 to 9.73
CARTHAGENA.			
Hams	3,910	37 to 40	9.00 to 9.73
Sausage covers	6,880	35 to 45	8.51 to 10.94
Total	10,790		
GIJON.			
Skins and leather	1,041	40 to 45	9.73 to 10.94

EXPORTS.

Merchandise.	Quantity.	Rate of freight per ton.	
BARCELONA.		*Pesetas.*	
Paper and printed matter	4,685	35 to 45	$5.25 to $6.75
Oil, olives, and capers	6,077	30 to 35	4.50 to 5.25
Wine	4,280	(5)	(5)
		Francs.	
Cork stoppers	17,555	75 to 80	14.48 to 15.44
Total	32,597		
CADIZ.		*Shillings.*	
Wine	20,790	30 to 35	7.30 to 8.51
MALAGA.			
Palm hats	111,400	20 to 25	4.87 to 6.08
Wine	11,410	(6)	(6)
Total	122,810		

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[1] 1 kilogram=2.2046 pounds.
[2] 32 to 40 cents per 100 pounds.
[3] £6 to £7 ($29.20 to $34.06) per 1,000.
[4] 2 to 3 cents per pound.
[5] 17 to 20 pesetas ($2.55 to $3) per pipe.
[6] 40s. to 45s. ($9.73 to $10.94) for 2 pipes.

SPAIN AS A MARKET FOR AMERICAN MANUFACTURERS.

The prospects of our manufacturers securing a large share of the Spanish trade are very hopeful. Already, in spite of the discriminating tariff, many American goods find a sale in this country. Tools, wire, electrical appliances, typewriters, machinery, and chemicals are rapidly gaining a market here, and if a reduction in the present tariff can be obtained by a new treaty, I anticipate a great development in the importation of American goods.

I should point out that Spanish buyers are accustomed to having two and three months' open credit in which to pay their invoices. German and French firms sell on these terms, and many British houses have found it necessary to do the same or lose their connections. Our exporters, being of course mostly unacquainted with the buyers here, will sell only against London or Paris bank credit, and argue that if European sellers accept payment of their invoices three months after date, they must add the interest for that time to their selling price, besides something to cover the risk. This may be true, but it must be borne in mind that the Spanish merchant is obliged by the custom of the trade here to grant to his customers very long credits. It is therefore necessary for him to buy without having to pay cash for his purchases. Further, it must be remembered that the rate of interest is higher in Spain than in England, Germany, or France. Some of the leading Barcelona importers do furnish bankers' credit, but in cases where our exporters have succeeded in selling on these terms, they should be ready at once to consider any complaint or claim made by the buyer on the score of quality, placing the settlement of the dispute in case of need in the hands of some responsible third party. In this way, the buyer will learn to have confidence in our firms and will be less prejudiced against allowing them to cover themselves for the value of their invoice by a bill on his bankers, before he has received the goods.

I would lay especial stress on the importance of making the Spanish buyer feel that he has nothing to fear from having virtually paid for his purchases before arrival. The action of some firms, in declining to entertain any claim, after having covered themselves, for what were found to be defective goods, was brought to my notice, and whatever the merits of the case may have been, it is unfortunately true that even the report of such a case causes great prejudice.

Any slight ill-feeling against us as a nation that may have been engendered by the late war is fast disappearing, if indeed any trace of it now exists at all, and we ought to be able to render Spain one of our best foreign markets.

By appointing trustworthy and efficient agents, our firms will quickly learn that the majority of the Spanish merchants are reliable and straightforward business men.

JULIUS G. LAY,
Consul-General.

BARCELONA, *October 18, 1900.*

Commerce of Spain.

EXPORTS.

Articles.	1897.	1898.	1899.
Stones, earths, minerals, glassware, and ceramic products	$18,072,627	$18,645,736	$22,541,868
Metals, and manufactures in which metal is the chief compound	14,318,588	15,050,808	14,575,569
Drugs	3,408,718	3,140,888	3,250,660
Cotton, and its manufactures	8,839,642	5,469,944	5,690,792
Hemp, flax, jute, and other vegetable fibers, and their manufactures	585,478	375,640	333,563
Wool and hair, and their manufactures	2,523,251	2,768,689	2,409,222
Silk, and its manufactures	710,319	734,229	530,639
Paper	1,675,015	1,275,442	1,189,080
Wood, and its manufactures	6,222,017	5,491,382	5,567,257
Animals	8,781,227	8,775,672	7,231,986
Machinery	74,502	196,990	104,543
Food stuffs	47,090,216	50,278,461	37,648,869
Sundry goods	2,200,044	1,071,463	438,877
Gold	182,718	740,824	406,832
Silver	24,192,829	2,310,645	1,634,351
Total	138,877,191	116,326,813	108,554,108

IMPORTS.

Articles.	1897.	1898.	1899.
Stones, earths, minerals, glassware, and ceramic products	$10,387,947	$9,014,207	$10,833,328
Metals, and manufactures in which metal is the chief compound	3,521,666	2,419,705	3,974,935
Drugs	8,597,659	7,518,584	10,727,616
Cotton, and its manufactures	13,328,634	11,100,559	14,916,974
Hemp, flax, jute, and other vegetable fibers, and their manufactures	3,260,349	2,900,778	4,106,039
Wool and hair, and their manufactures	2,877,489	2,208,852	4,249,405
Silk, and its manufactures	2,722,176	2,197,622	3,923,360
Paper	1,297,284	1,004,320	1,399,598
Wood, and its manufactures	6,477,449	4,806,628	7,674,650
Animals	9,657,698	7,841,493	11,732,997
Machinery	7,130,234	5,349,158	14,561,519
Food stuffs	21,747,860	15,359,839	28,578,574
Sundry goods	831,716	591,637	1,255,737
Gold	23,531	265,305	5,428,059
Silver	19,661,628	9,898,123	5,081,444
Goods imported at reduced rates	3,076,123	3,689,345	5,346,677
Total	112,599,443	86,161,155	133,790,912

Commerce of Spain, 1900.

	Imports, first six months of—			Exports, first six months of—		
	1898.	1899.	1900.	1898.	1899.	1900.
Raw materials	$22,301,865	$29,159,260	$26,473,982	$21,479,972	$22,698,748	$19,827,385
Manufactured goods	12,646,187	21,159,278	24,339,925	10,740,237	10,196,602	11,356,807
Food stuffs	6,910,914	12,701,322	9,709,369	25,297,694	17,803,050	18,688,933
Total	41,858,966	63,019,860	60,523,276	57,517,903	50,698,400	49,873,125
Gold bullion and coin	250,362	4,672,341	9,226	80,667	382,320	114,516
Silver bullion and coin	4,164,787	4,689,232	553,168	1,449,946	699,896	1,165,116
Total	46,274,115	72,381,433	61,085,670	59,048,516	51,780,616	51,152,757

Principal articles imported into Barcelona during the years 1898–99.

Articles.	1898.		1889.	
	Quantity.	Value.	Quantity.	Value.
Comestibles:	*Tons.*		*Tons.*	
Meat	423	$91,775	454	$99,262
Cod and other fish	5,643	677,215	4,562	551,665
Wheat	39,639	1,856,875	258,708	10,302,725
Other cereals	77,888	2,156,970	34,648	1,150,170
Vegetables	7,528	391,435	24	535

Principal articles imported into Barcelona during the years 1898-99—Continued.

Articles.	1898.		1899.	
	Quantity.	Value.	Quantity.	Value.
Comestibles—Continued.	*Tons.*		*Tons.*	
Fruit	436	$84,890	618	$49,500
Sugar	5,965	595,635	5,816	547,535
Cocoa	1,335	498,720	1,953	738,840
Coffee	4,704	2,352,000	3,294	1,806,715
Spirits and liqueurs	975	133,825	414	97,405
Wine and beer	55	10,836	21	4,415
Seeds and fodder	6,005	349,475	294	17,480
Spices	227	137,045	404	157,125
Mineral waters	215	24,750	325	46,765
Sundries	735	369,870	1,701	244,340
Raw materials:				
Marble	2,575	37,595	2,782	50,085
Clay, cement, and lime	8,889	88,890	8,999	90,890
Coal and coke	379,425	2,048,895	526,876	2,845,130
Tar, pitch, etc	1,154	19,385	4,031	64,495
Minerals	275	1,400	1,230	6,150
Iron and steel	724	26,645	3,365	78,995
Tin	126	32,180	139	58,390
Copper, brass, zinc	255	37,665	191	31,535
Petroleum, benzine, etc	5,711	190,750	7,143	328,600
Oil seeds	12,780	748,910	16,410	1,243,045
Wood for dyeing	871	29,225	234	9,385
Indigo and cochineal	101	187,685	86	192,355
Wax	1,039	221,725	1,625	296,390
Cotton	60,739	11,746,920	83,214	18,307,000
Hemp, linen, and jute	15,246	1,528,400	10,229	1,379,340
Wool and hair	109	64,380	322	185,175
Pulp for paper	2,421	87,155	3,158	107,600
Staves	6,488	324,400	12,662	501,175
Wood	53,388	694,045	75,543	994,470
Fine	277	18,280	1,376	92,455
Skins and hides	4,516	1,579,695	6,393	2,357,555
Animal greases	2,081	278,020	11,549	1,616,870
Manure	3,891	144,800	10,267	709,670
Amber and mother-of-pearl	14	13,750	6	3,550
India rubber	70	89,700	84	143,250
Sulphur	104	2,490	1,977	20,175
Charcoal	33,566	610,900	31,322	563,810
Sundries	....	....	1,518	62,045
Manufactured goods:				
Building material	877	13,835	1,544	15,595
Glassware	1,982	282,435	12,091	298,520
Pottery, porcelain, etc	152	65,340	167	98,910
Jewelry	....	43,400	....	7,970
Ironware	5,773	691,045	3,472	393,780
Hardware	470	164,500	360	109,890
Soap	60	4,550	64	7,105
Drugs	2,840	454,400	12,401	1,563,560
Colors, varnish, inks	1,159	470,180	1,636	715,425
Dye extracts	1,226	214,550	2,493	523,555
Medicines	145	150,520	149	163,895
Chemical products	17,102	1,217,660	26,805	1,924,710
Perfumery	39	51,675	56	90,230
Starch	436	47,960	579	42,635
Cotton goods	256	388,180	853	507,780
Linen and jute goods	2,434	343,920	2,558	1,178,845
Woolen goods	921	1,065,750	1,242	1,448,575
Silk goods	26	235,750	84	290,870
Paper	932	371,450	483	171,525
Furniture, etc	708	105,730	327	152,400
Tanned hides	58	140,940	115	835,565
Pianos	7	6,395	5	4,060
Watches and clocks	7	18,305	8	48,375
Machinery	5,492	1,151,095	5,342	1,609,635
Motors	1,705	422,090	275	66,950
Sewing machines	137	90,300	161	68,305
Electric cables	1,261	504,155	724	246,455
Dockyard materials	8,323	500,235	5,072	213,045
Machine oil	710	85,050	58	8,215
Cutlery	14	27,035	15	28,230
Art bronzes	216	69,715	26	26,500
Bicycles	2	6,180	17	50,330
Waterproof goods	57	63,425	77	113,950
Jute sacks	285	57,195	239	23,920
Buttons	20	28,030	22	31,425
Cocoa and palm oils	106	12,465	657	92,025
Vegetable oil	94	12,215	267	28,265
Vessels	....	....	11,995	959,440
Sundries	444	170,970	823	717,795

Principal articles exported from Barcelona during the years 1898–99.

Articles.	1898.		1899.	
	Quantity.	Value.	Quantity.	Value.
Comestibles:	*Tons.*		*Tons.*	
Mineral waters	520	$83,295	835	$133,640
Salt	322	965	325	975
Fish	683	59,880	190	29,465
Cereals	42,103	2,527,680	3,512	275,080
Garlic	980	82,345	1,177	98,895
Almonds and nuts	5,597	523,375	1,160	201,730
Vegetables (dried and fruit)	3,489	287,830	2,073	151,820
Saffron	18	265,050	12	256,000
Anise, cumin pimento	675	108,420	267	41,610
Olive oil	19,174	3,403,385	1,729	294,060
Brandy and liqueurs	554	72,855	318	54,655
Wines	194,806	8,655,820	66,309	2,705,765
Preserves	3,791	1,109,910	1,684	428,430
Sundries	1,482	376,475	781	229,945
Raw materials:				
Building material	2,260	40,200	6,697	162,355
Tar, pitch, etc	1,673	83,645	1,168	58,420
Lead	377	21,920	433	24,285
Other metals	2,398	240,510	2,138	167,935
Tanning bark	414	11,320	147	4,140
Licorice	78	11,200	81	5,685
Raw tartar	1,989	380,670	4,036	40,365
Glycerin	866	173,200	626	125,335
Wax	77	28,130	127	38,210
Wool and hair	2,310	438,900	1,632	377,795
Rags, cotton waste	2,595	162,870	2,348	141,250
Rawhides	218	74,120	798	310,565
Sulphur	309	6,550	9	250
Animal refuse	1,039	37,940	222	4,900
Gold and silver	....	2,060,000	....	....
Sundries	181	15,570	8,290	391,895
Manufactured goods:				
Glassware	535	82,160	386	35,725
Pottery, porcelain	4,138	130,720	16	3,165
Jewelry	....	6,450	....	40,630
Arms	22	116,470	18	111,230
Hardware	960	50,930	961	105,950
Tartaric acid	49	143,325	487	166,100
Soap	4,945	514,280	6,877	715,230
Wax, matches, and candles	771	254,430	695	229,425
Perfumery	32	42,640	32	51,890
Drugs, medicines, etc	265	145,980	719	340,410
Cotton goods	5,675	5,079,125	5,779	7,681,060
Linen and hemp goods	215	171,455	263	310,110
Woolen goods	157	432,880	98	283,235
Jute sacks	597	99,745	54	10,875
Cigarette paper	1,773	906,505	1,506	722,995
Silk, and velvet goods, etc	11	172,215	6	118,400
Paper, cardboard, etc	3,840	473,506	1,598	286,495
Bottle corks	247	245,765	586	505,785
Barrel furniture	14,769	849,215	14,409	225,830
Prepared hides	354	487,110	849	451,960
Boots, shoes, and leather goods	460	1,611,150	977	2,735,895
Fans	32	97,290	23	70,270
Playing cards	75	62,625	92	92,055
Umbrellas	23	7,820	37	33,635
Hats	34	40,630	2	26,230
Machinery	419	108,625	631	382,395
Pianofortes	144	18,000	18	11,350
Guitars	5	14,070	11	9,855
Guitar strings	3	11,035	3	12,385
Sundries	148	10,060	2,022	601,540
Sandals	14	85,560	583	142,270

Total value of all articles imported to and exported from Barcelona during the years 1898–99.

Country.	Imports.		Exports.	
	1898.	1899.	1898.	1899.
Great Britain	$8,352,840	$10,446,685	$631,600	$501,150
British colonies in America	....	3,505,030	92,710	19,510
British colonies in Asia, Africa, and Australia	2,486,300	4,435,940	14,735	8,855
United States	3,121,195	17,264,710	8,950	187,505
France	2,380,855	2,504,655	4,222,035	2,852,455
Germany	2,512,065	2,689,350	406,015	271,435
Belgium	1,850,535	1,368,055	128,700	91,085
Italy	1,754,440	2,620,265	1,466,585	592,330
Portugal	27,650	17,395	640	10,660
Austria-Hungary	583,715	474,585	14,025	6,295
Holland	443,080	367,880	28,575	9,625
Denmark	233,115	184,500	5,020	6,030
Other European countries	7,645,010	5,750,325	901,215	570,440
Morocco	208,205	271,415	82,275	45,815
Asia and Africa	4,274,475	3,206,990	138,135	2,930
Various countries of America	602,690	811,580	894,780	592,165
Mexico	72,250	56,525	1,472,595	936,695
Argentina	1,664,650	1,532,210	1,854,070	1,205,505
Uruguay	442,705	545,325	813,625	677,210
Venezuela	13,105	383,990	351,450	210,685
Colombia	2,605	27,005	283,150	90,915
Cuba, Porto Rico, Philippine Islands	2,946,075	2,710,715	21,769,070	14,173,645

Imports from the United States, compared with those from other countries, into the port of Barcelona during the year 1899.

Merchandise.	United States.		Great Britain.		Germany.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Coal .... tons..	2,274⅝	$9,359.55	516,804⅞	$2,124,491.25	....	....
Crude petroleum ..... do....	4,131⅛	144,800.25	104⅝	3,662.55	27⅝	$968.25
Clarified benzine and petroleum .... tons..	¾	34.50	32	1,462.80	5	226.05
Wrought iron:						
In ordinary manufacture .... tons..	3¼	174.60	107½	5,721.00	23⅛	1,233.15
In fine manufacture with metal adornments .... tons..	28	3,337.50	48⅛	5,716.50	36⅛	4,351.75
In files and other such fine tools .... tons..	2⅞	1,024.50	66⅜	24,426.00	13⅛	4,953.60
Fine manufactured wrought-iron goods, with porcelain wash or metal adornments .... tons..	4¼	961.50	16⅞	3,821.40	124⅛	28,378.80
Copper wire .... do....	4¾	1,411.05	5⅞	1,787.20	40⅛	11,935.80
Zinc, tin, and others, gold and silver plated ... tons..	1⅝	880.50	¼	68.70	8⅛	4,356.45
Colophony, pitch, and other resinous products ... tons..	2,635⅛	72,350.40	⅛	14.10	14⅝	400.50
Animal products used in medicines .... tons..	3¼	399.00	39	4,766.75	6⅝	811.50
Dye extracts .... do....	15⅞	2,535.20	377⅝	60,394.50	136⅛	21,902.25
Prepared colors ...... do....	29⅛	6,667.50	15¾	3,606.90	30⅝	6,942.75
Pills and medicinal sugar plums .... tons..	1¾	2,700.00	1/16	58.50	....	....
Chemical products ... do....	491⅝	74,919.75	935⅝	142,560.60	1,358⅜	207,074.70
Starch .... do....	17⅝	1,462.50	86⅜	7,275.60	112⅛	9,431.10
Paraffin in mass ...... do....	980	186,700.80	503⅝	19,190.40	68	12,950.40
Perfumery .... do....	11¾	14,301.70	18⅝	22,500.00	9¾	11,920.80
Raw cotton .... do....	66,858¾	11,211,521.40	1,068⅝	179,104.05	3⅝	572.40
Wrapping and glossed paper .... tons..	4⅝	532.95	18⅜	2,130.45	261½	29,858.10
Staves .... number..	1,937,780	276,129.15	....	....	....	....
Ordinary wood in boards, cubic meters	7,362	81,779.50	24	234.00	1,301	12,684.75
Smoking pipes .... tons..	93¾	5,008.25	11⅞	633.60	⅜	31.80
Japanned and tanned calfskins .... tons..	6¾	21,662.50	⅛	658.35	5/16	1,244.25
Other tanned skins, including boot leather .... tons..	9⅞	22,612.50	88¼	201,916.25	⅛	475.75
Tripe .... do....	209¼	79,817.55	....	....	47⅞	18,821.45
Harmoniums ..... number..	380	22,800.00	....	....	18	780.00

Imports from the United States, compared with those from other countries, into the port of Barcelona during the year 1899—Continued.

Merchandise.	United States.		Great Britain.		Germany.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Agricultural machinery, tons	5¾	909.90	3¼	523.65	¼	47.25
Motors ...tons..	1⅝	298.55	177⅝	32,453.10	78	14,258.40
Sewing machines and bicycles ...tons..	37½	18,887.70	117½	59,116.80	20	10,057.35
Separate parts for above machinery ...tons..	156½	85,773.95	3,989¾	912,069.15	572½	130,687.80
Mine trucks ...do....	3⁄16	96.30	....	....	....	....
Salted meats and jerked beef ...tons..	1¼	129.15	....	....	....	....
Lard ...do....	181¼	30,388.05	242½	40,589.55	....	....
Corn and maize ...do....	25,404¾	736,892.10	....	....	4,776½	85,577.55
Shapen elastic rubber, tons	¾	1,963.20	4½	11,829.60	2½	3,657.60
Total ...	....	13,061,214.60	....	3,872,753.10	....	635,974.05

Merchandise.	France.		Belgium.		Italy.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Crude petroleum ...tons..	7¾	$270.75	53½	$1,942.95	13¾	$476.40
Clarified benzine and petroleum ...tons..	2½	100.80	4½	224.40	....	....
Wrought iron:						
In ordinary manufacture ...tons..	2¾	137.85	7¼	388.50	6	316.05
In fine manufacture, with adornments, tons	5¾	642.15	6	709.65	½	55.65
In files and other fine tools ...tons..	6½	2,501.25	1⁄16	79.50	1⁄16	22.65
Fine manufactured wrought-iron goods with porcelain wash or metal adornments ...tons..	2¾	583.20	8¼	1,935.90	10⅞	2,488.65
Copper wire ...do....	109¾	32,547.15	3¼	979.80	32½	9,540.75
Zinc, tin, and others, gold and silver plated ...tons..	1½	812.70	....	....	4¾	2,569.35
Colophony, pitch, and other resinous products...tons..	17¾	483.75	1¾	39.25	¾	20.10
Animal products used in medicine ...tons..	24¾	2,998.35	2¼	272.55	¾	89.55
Dye extracts ...do....	1,231¼	197,062.50	19¾	3,156.00	157¾	25,251.60
Prepared colors ...do....	7¾	2,761.00	1⁄32	2.40	5⅞	1,343.25
Pills and medicinal sugar plums ...tons..	5¼	7,975.50	....	....	½	312.00
Chemical products ...do....	910¾	138,783.75	161¼	24,578.70	48	7,318.10
Starch ...do....	1¼	93.45	230¾	3,516.60	¾	55.65
Paraffin in mass ...do....	8¾	1,690.80	22¼	847.20	1⁄32	3.30
Perfumery ...do....	5¼	6,309.60	....	....	9	11,005.20
Raw cotton ...do....	112¼	18,831.00	....	....	230½	88,506.80
Wrapping and glossed paper ...tons..	26	2,970.90	37½	4,286.40	¾	90.90
Staves ...number..	78,230	11,147.70	....	....	516,520	88,604.10
Ordinary wood in planks, cubic meters ...	995	9,701.25	....	....	59	575.25
Smoking pipes ...tons..	10¾	574.35	2¼	120.45	7½	403.35
Japanned and tanned calfskins ...tons..	3⁄16	3,013.35	....	....	1⁄128	25.20
Other tanned skins, including sole leather ...tons..	2¼	5,148.00	¾	508.50	1⁄25	54.00
Tripe ...do....	2	769.05	....	....	....	....
Agricultural machinery, tons ...	¾	112.05	1⁄16	16.50	2¾	40.05
Sewing machines and bicycles ...tons..	5⁄12	231.15	¾	317.25	2¾	141.00
Separate parts for above machinery ...tons..	172½	39,358.50	123¾	28,299.30	143¾	32,891.10
Mine trucks ...do....	¾	44.10	2½	284.55	....	....
Lard ...do....	17¾	2,757.15	9⁄11	151.80	½	29.70
Corn and maize ...do....	449½	18,255.15	¾	4.35	21	460.85
Shapen elastic rubber.do....	11⁄16	2,292.00	1⁄32	83.60	4½	10,598.60
Total ...	....	503,960.25	....	72,642.60	....	288,278.65

Imports from the United States, compared with those from other countries, into the port of Barcelona during the year 1899—Continued.

Merchandise.	Austria.		Russia.		Finland.	
	Quantity	Value.	Quantity.	Value.	Quantity.	Value.
Crude petroleum .....tons..	....	....	2,692⅘	$94,385.70	....	....
Clarified benzine and petroleum..........tons..	....	....	8	365.70	....	....
Wrought iron:						
In ordinary manufacture ....tons..	⅕	$7.20	....	....	....	....
In fine manufactures with adornments, tons..................	12⅘	1,464.90	....	....	....	....
In files and other such fine tools ....tons..	⅕	212.10	....	....	....	....
Fine manufactured wrought-iron goods with porcelain wash or metal adornments ....tons..	⅕	94.05	....	....	....	....
Zinc, tin, and others, gold and silver plated ...tons..	4⅘	2,332.50	....	....	....	....
Colophony, pitch, and other resinous products...tons..	....	....	50⅘	1,387.35	....	....
Dye extracts..........do....	1⅕	1,813.65	....	....	....	....
Prepared colors.......do....	⅕	6.30	....	....	....	....
Chemical products ...do....	33⅕	5,109.90	....	....	....	....
Starch ....do....	1⅕	130.65	....	....	....	....
Paraffin in mass......do....	⅕	99.60	....	....	....	....
Perfumery............do....	1/10	97.20	....	....	....	....
Wrapping and glazed paper ....tons..	1/20	4.45	....	....	....	....
Staves ....number..	24	3.45	....	....	....	....
Ordinary wood in planks, cubic meters	2,553	24,891.75	19,452	189,657.00	21,365	$208,308.75
Smoking pipes........tons..	⅗	10.05	34⅗	1,838.40	....	....
Tanned skins, including boot leather, other than japanned and tanned calfskins............tons..	⅕	634.50	....	....	....	....
Sewing machines and bicycles ....tons..	⅕	109.35	....	....	....	....
Separate parts for above machinery..........tons..	2⅕	469.60	....	....	....	....
Corn and maize ......do....	....	....	103,874⅕	3,054,120.45	....	....
Shapen elastic rubber.do....	⅕	380.95	....	....	....	....
Total...................	....	37,869.15	....	3,341,854.60	....	208,308.75

Merchandise.	Turkey.		Egypt.		British India.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Dye extracts..........tons..	....	....	....	....	408⅖	$65,424.90
Paraffin in mass......do....	....	....	....	....	12⅘	2,329.05
Raw cotton...........do....	1,174⅘	$196,907.10	9,063⅕	$1,519,355.40	3,276⅕	549,238.50
Ordinary wood in planks, cubic meters..............	....	....	....	....	2,417	23,565.75
Tanned skins, including boot leather, other than japanned and tanned calfskins............tons..	....	....	....	....	1/10	108.00
Tripe ....do....	....	....	....	....	1⅕	58.05
Corn and maize ......do....	191	5,972.10	....	....	14,108⅖	430,039.20
Total...................	....	202,879.20	....	1,519,355.40	....	1,070,760.45

Merchandise.	Canada.		Argentine Republic.		Australasia.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Ordinary wood in planks, cubic meters..............	6,007	$58,568.25	....	....	....	....
Tripe ....tons..	....	....	51⅘	$19,687.05	....	....
Separate parts for sewing machines and bicycles, tons....................	....	....	2	450.00	....	....
Salted meats and jerked beef ....tons..	....	....	4	387.90	....	....
Corn and maize ......do....	1,298⅕	39,373.45	56,434⅕	1,636,814.70	68,663⅘	$2,092,859.70
Shapen elastic rubber.do....	9/10	2,232.00	....	....	....	....
Total...................	....	100,373.70	....	1,657,339.65	....	2,092,859.70

Imports from the United States, compared with those from other countries, into the port of Barcelona during the year 1899—Continued.

Merchandise.	Other nations.		Grand total.	
	Quantity.	Value.	Quantity.	Value.
Coal .... tons..	....	....	518,579⅛	$2,133,850.80
Crude petroleum .... do....	....	....	7,081⅞	246,452.85
Clarified benzine and petroleum .... do....	....	....	52⅜	2,414.25
Wrought iron:				
In ordinary manufactures .... do....	....	....	149⅝	7,978.35
In fine manufactures, with ornaments, tons	⅛	$15.75	137	16,283.85
In files and other fine tools, similar. tons..	1/20	12.30	90⅞	83,231.90
Fine manufactured wrought-iron goods with porcelain wash or metal ornaments, tons	½	55.95	167⅝	38,319.45
Copper wire .... tons..	....	....	195⅜	58,161.75
Zinc, tin, and others, gold and silver plated, tons	....	....	20⅜	11,020.20
Calofony, pitch, and other resinous products, tons	....	....	2,721	74,695.65
Animal products used in medicines .... tons..	101½	12,350.25	177⅝	21,687.45
Dye extracts .... do....	94⅛	15,127.65	2,443⅞	392,669.25
Prepared colors .... do....	14½	3,230.25	108⅜	23,560.35
Pills and medicinal sugar plums .... do....	....	....	7½	11,046.00
Chemical products .... do....	40⅞	6,284.90	3,979	606,675.70
Starch .... do....	119⅜	10,014.15	570⅛	81,979.70
Paraffin in mass .... do....	4½	810.60	1,599⅞	224,622.15
Perfumery .... do....	1½	1,540.80	55⅛	67,675.35
Raw cotton .... do....	94¾	15,882.30	81,882⅞	13,729,917.95
Wrapping and glassed paper .... do....	16⅛	1,898.60	365⅜	40,767.65
Staves .... number..	....	....	2,532,554	375,884.40
Ordinary wood in planks .... cubic measure..	16,791	163,712.70	78,326	763,678.95
Smoking pipes .... tons..	1/16	3.45	161⅝	8,618.70
Japanned and tanned calfskins .... do....	....	....	8½	26,608.70
Other tanned skins, including boot leather, tons	¼	605.25	101⅛	282,062.75
Tripe .... tons..	10⅜	4,083.30	323¼	122,629.50
Harmoniums .... number..	....	....	393	23,580.00
Agricultural machinery .... tons..	....	....	11⅜	1,649.40
Motors .... do....	....	....	257½	47,005.05
Sewing machines and bicycles .... do....	¼	115.80	179⅝	88,976.40
Separate parts for above machinery .... do....	10	2,298.60	5,171⅜	1,182,299.10
Mine trucks .... do....	....	....	4	424.95
Salted meats and jerked beef .... do....	....	....	5½	517.05
Lard .... do....	....	....	442	73,925.25
Corn and maize .... do....	6,414½	190,667.25	281,635⅛	8,284,236.85
Shapen elastic rubber .... do....	....	....	14⅛	32,981.55
Total	....	428,654.85	....	29,089,981.70

Merchandise exported through the port of Barcelona to the ex-Spanish colonies during the year 1899.

Class of merchandise.	Cuba.	Porto Rico.	Philippines.	Total.
Fashioned and sanded marble .... tons..	19	6½	3⅜	28⅞
Soap (wash ball) .... do....	594⅞	1⅝	....	596½
Lime and cement .... do....	6⅞	67½	8⅜	82¾
Earth and stone for building purposes .... do....	149⅝	....	20½	169⅞
Mineral water .... liters..	58,123	18,648	8,867	85,638
Concave glass .... tons..	149⅝	11⅝	63⅝	224⅞
Crystal, and imitations .... do....	26⅜	⅜	⅝	27⅜
Looking-glasses .... do....	⅝	⅜	....	1⅛
Bricks and paving stones .... do....	2,795⅞	....	....	2,795⅞
Tiles .... do....	368⅛	19½	....	387⅝
Dutch glazed tiles .... do....	143⅜	3¼	17	163⅝
Ordinary glazed earthenware .... do....	83⅜	....	....	83⅜
Ordinary earthenware .... do....	⅜	2½	4⅛	6⅝
Fine earthenware and porcelain .... do....	2½	....	⅝	3⅛
Silver in jewelry .... do....	1/16	1/160	1/160	1/16
Miscellaneously fashioned iron and steel .... do....	68⅝	4⅝	297⅝	370⅞
Firearms .... do....	⅜	....	....	⅜
Copper in sheets .... do....	⅜	....	....	⅜
Brass in sheets .... do....	7/16	....	....	7/16
Fashioned copper, brass, and bronze .... do....	7/16	⅜	1½	2 5/16
Quicksilver .... do....	⅜	1/16	....	7/16
Tin .... do....	⅜	....	¼	⅝
Dry lead in bars .... do....	1/16	....	1½	1 9/16
Dry lead in tubes .... do....	14	⅝	4	18⅝

Merchandise exported through the port of Barcelona to the ex-Spanish colonies during the year 1899—Continued.

Class of merchandise.	Cuba.	Porto Rico.	Philippines.	Total.
Dry lead in various shapes....tons..	80¾	8⅛	2	90⅞
Tinware....do....	½	....	....	½
Zinc in sheets....do....	⅝	....	2⅛	2¾
Other metals and alloys....do....	1⅝	....	⅞	2½
Oil of almonds....do....	⅜	1/16	....	7/16
Oil of pindars and others....do....	4½	2⅝	½	7⅝
Barks and other sunburned material....do....	....	4⅞	¼	5⅛
Vegetable products....do....	10¼	2⅝	1⅞	14¾
Colors, in dust or lump....do....	98⅝	4⅝	10⅝	113⅞
Prepared colors, inks, and varnish....do....	79⅝	1⅝	14¼	95½
Sulphur....do....	7⅛	1	....	8⅛
Common salt....do....	186⅜	....	....	186⅜
Cream of tartar....do....	1¼	¼	1⅝	3⅛
Red lead....do....	21¼	⅜	....	21⅝
Common glue....do....	23⅞	2	....	25⅞
Chemical products....do....	38¼	5⅝	1⅜	45¼
Pharmaceutical products....do....	15¾	4¼	3⅛	23⅛
Starch....do....	349⅛	1/16	⅜	349⅝
Common soap....do....	4,905⅜	1,818⅝	....	6,724
Wax and stearin in bulk....do....	87⅞	8½	2⅛	98½
Wax in candles....do....	352¾	66½	81⅛	500⅜
Perfumery....do....	⅝	6⅞	12	19½
Spun cotton....do....	52⅛	⅝	122¼	175
Cotton textures:				
White....do....	866½	133⅝	240¼	1,240⅜
Dyed....do....	1,577¼	455	394⅛	2,426⅜
Crocheted....do....	112⅛	160⅝	305⅝	578⅜
Hemp:				
In mass....do....	9⅛	....	....	9⅛
Spun....do....	32⅝	4¾	1⅛	38½
Sewing thread....do....	13/16	1/32	....	⅞
Rigging and cordage....do....	243⅛	8¾	20¾	272⅝
Plain hemp and linen textures....do....	153⅝	13⅞	11⅝	179⅛
Empty sacks....number..	22,670	....	43,200	65,870
Woolen blankets....tons..	⅛	⅛	⅛	⅜
Knitted woolen textures....do....	7/16	3/16	3/16	9/16
Cloth and pure wool textures....do....	19⅜	1⅝	3⅛	24⅛
The same with cotton mixture....do....	25	⅝	⅝	26¼
Baize and similar textures....do....	4	⅛	....	4⅛
The same with cotton mixture....do....	1⅛	1/16	....	1 3/16
Plain or mixed silk textures....do....	2⅝	⅛	⅝	3⅜
Paper....do....	85⅝	23⅞	165¼	274¾
Hand-made paper....do....	67⅝	46½	83⅜	197½
Paper cut for letters and envelopes....do....	3⅝	3¾	4⅞	12¼
Cigarette paper....do....	268	40⅜	159⅝	468
Music books and paper....do....	49⅝	5¼	21¼	76⅛
Prints....do....	⅝	....	⅛	¾
Wrapping paper....do....	455⅛	158⅛	81	694¼
Miscellaneous paper....do....	⅞	⅝	1⅞	3⅜
Cardboard in sheets....do....	7¼	2⅝	15⅜	25¼
Cardboard boxes and toys....do....	3⅛	1⅝	26⅛	30⅞
Wood in furniture, and others....do....	34	24⅝	5⅜	64
Smoking pipes and holders....do....	4,711⅜	93¼	95½	4,900⅛
Cork stoppers....number..	15,268,120	4,742,000	3,605,000	23,615,000
Manufactured esparto grass....tons..	3	....	....	3
Fashioned osier twigs and canes....do....	7/16	....	....	7/16
Cotton and thread ends....do....	51⅝	⅛	2⅝	54⅜
Sole leather, tanned....do....	⅝	⅝	1/16	1⅜
Tanned cowhide....do....	3	7 3/16	⅝	10 13/16
Tanned sheepskins....do....	⅜	1⅝	2⅛	4⅛
Dressed sheepskins, morocco leather, and other pickled skins....tons..	73¼	22⅝	18⅝	114½
Boots and shoes in general....do....	818¼	72¾	27	918
Belts and similar articles....do....	10⅝	5⅝	9⅝	25⅞
Animal fats....do....	7⅜	....	....	7⅜
Machinery in general....do....	1⅝	¼	⅜	2¼
Pianos....number..	31	....	5	36
Guitars....do....	1,750	1,130	....	2,881
Guitar strings....tons..	¼	¼	....	½
Hams....do....	13/16	1/32	1 1/16	1⅞
Bacon and lard....do....	⅝	....	6	6⅝
Salted, smoked, and cured fish....do....	1	½	⅛	1⅝
Rice....do....	90⅝	49	5⅝	145¼
Beans....do....	50⅞	57¼	74⅝	182¾
Other dried vegetables....do....	53⅝	3	21⅛	77¾
Garlic....do....	680⅛	322¼	12⅝	1,015
Onions....do....	93⅝	29⅝	⅝	123⅞
Potatoes....do....	9⅛	20⅞	4⅝	34⅝
Other garden products and vegetables....do....	⅝	⅝	⅛	1⅜
Shelled almonds....do....	122⅝	3⅜	4⅛	130⅛
Olives....do....	54⅝	1⅝	17⅛	73⅜
Filberts....do....	167⅝	6⅞	7⅝	182⅛

Merchandise exported through the port of Barcelona to the ex-Spanish colonies during the year 1899—Continued.

Class of merchandise.	Cuba.	Porto Rico.	Philippines.	Total.
Chestnuts ....tons..	8⅜	⅛	....	8½
Dry figs ....do...	47¾	5⅞	2⅜	56
Walnuts ....do...	11 13/16	7/16	¼	12½
Raisins ....do...	14⅜	1⅝	8⅝	24⅝
Other dried fruits ....do...	4 1/16	1 11/16	13/16	6¼
Anise ....do...	3/16	3 13/16	¼	5 1/16
Saffron ....do...	4⅛	⅜	⅛	4⅝
Cumin seeds ....do...	7	4	¼	11¼
Ground pepper ....do...	85 7/16	8 11/16	3 13/16	97 15/16
Common oil ....do...	286¼	16⅜	49¼	351⅞
Common brandy ....liters..	....	....	1,050	1,050
Anise tinctured brandy ....do...	1,872	3,085	4,692	9,649
Spirits of wine ....do...	520	65	....	585
Beer ....do...	....	....	5,866	5,866
Common every-day wine ....do...	19,360,716	619,703	655,065	20,685,484
Sherry ....do...	466	220	1,978	2,664
Strong wines ....do...	30,589	4,813	9,171	44,573
Vinegar ....do...	999	6,150	1,549	8,698
Canary seed ....tons..	69¼	2¼	½	72
Pickles ....do...	535⅜	. 15¼	113⅝	564¼
Sausages ....do...	8⅝	⅞	13½	23
Chocolate ....do...	9¼	⅝	2¼	12⅛
Sweetmeats ....do...	127¼	24⅜	24⅜	176
Soup paste ....do...	48⅝	52⅜	11¼	112¼
Cheese ....do...	2⅞	13/16	1/16	3¾
Fans ....do...	1⅝	1½	¼	3⅜
Sand shoes ....dozen..	892,479	115,905	3,850	1,012,234
Playing cards ....tons..	12⅝	3¼	48¼	64⅛
Umbrellas and parasols ....number..	11,779	8,413	23,788	43,980
Felt hats ....do...	11,951	1,946	2,477	16,374
Other hats ....do...	1,418	48	218	1,684
Pure cotton lace ....tons..	1⅝	⅞	¼	2¾
Lace of woolen mixture ....do...	3/16	1/320	187/1000	7/16
Lace made from silk ....do...	27/100	1/320	1/30	⅜

Merchandise imported into the port of Barcelona from the ex-Spanish colonies during the year 1899.

Merchandise.	Cuba.	Porto Rico.	Philippines.	Total.
Flint earthenware ....tons..	....	⅜	6/17	10/17
Porcelain ....do...	....	⅜	....	⅜
Soft-iron clipping ....do...	831	194	....	1,025
Old copper ....do...	....	1⅜	....	1⅜
Unfashioned bronze ....do...	....	1¼	....	1¼
Pith of, or cocoanut ....do...	....	....	2,666	2,666
Vegetable products ....do...	26⅝	⅞	6¾	34¼
Perfumery ....do...	1⅛	....	3/16	1 5/16
Rigging and cordage ....do...	....	....	4¼	4¼
Silk textures ....do...	....	....	1/32	1/32
Books ....do...	⅜	⅛	½	1
Pipes ....do...	49⅜	3⅛	....	52½
Untanned leather and skins ....do...	....	33¾	⅝	34⅜
Fine fashioned wood ....do...	7/113	4/13	....	41/113
Animal fats ....do...	....	30¼	....	30¼
Horns, and various other parts of animals ....do...	43½	7¼	3¼	54
Machinery ....do...	1 3/17	2/17	....	1 5/17
Jerked or hung beef ....do...	7/22	....	....	7/22
Rice without husk ....do...	2/17	....	....	2/17
Dried vegetables ....do...	3/23	....	....	3/23
Esculent plants ....do...	⅝	....	....	⅝
Fruits ....do...	3/10	143 1/10	....	143⅜
Sugar ....do...	5,195	28⅜	3/32	5,223⅜
Cocoa ....do...	150⅝	....	....	150⅝
Coffee ....do...	15⅜	1,917	3⅜	....
Liquors (or spirits) ....liters..	322,198	15,427	13	337,638
Liquors mixed with spirits ....do...	61,807	8,454	....	70,261
Conserves ....tons..	⅜	1/12	1/12	13/16
Chocolate ....do...	4/15	....	2/15	6/15
Sweet cakes ....do...	4	½	4/11	4 7/8
Honey and honey dregs ....do...	896¼	....	....	896¼
Amber, tortoise shell, and coral in mass ....do...	....	1/32	⅜	13/32

Exports of principal Spanish products (excluding tissues) to America, West India Islands, and Philippines from the port of Barcelona.

[1 metric ton=2,205 pounds. 1 liter=1.05 quarts.]

Articles.	1896.	1897.	1898.	1899.
Olive oil.....metric tons..	678.03	860.31	1,119.08	856.83
Spirits.....liters..	395,012	414,786	312,142	226,320
Garlic.....metric tons..	892.60	985.75	1,032.85	1,197.74
Almonds.....do....	473.61	881.67	430.42	415.76
Rice.....do....	685.85	501.34	235.87	194.95
Filberts.....do....	338.60	315.46	254.98	303.47
Candles.....boxes..	252,621	182,891	89,008	79,390
Shoes.....metric tons..	1,111.08	1,013.28	407.42	950.62
Preserves.....do....	1,038.92	1,124.51	824.66	958.06
Flour.....do....	20,200.11	13,108.89	3,779.05	.04
Soap.....boxes..	181,086	149,877	126,404	161,908
Paper.....do....	1,333,031	1,520,449	896,624	672,274
Vermicelli.....do....	851,446	375,148	257,657	221,103
Red pepper.....metric tons..	443.67	300.08	350.25	232.82
White wine.....liters..	8,534,204	7,646,162	8,078,744	8,945,443
Red wine.....pipes..	125,989	112,020	95,769	87,480

Articles.	First six months of—			
	1897.	1898.	1899.	1900.
Olive oil.....metric tons..	404.64	449.32	450.51	511.56
Spirits.....liters..	204,654	163,100	126,468	36,477
Garlic.....metric tons..	209.04	52.92	285.97	508.09
Almonds.....do....	155.78	197.42	173.94	132.24
Rice.....do....	368.37	48.91	77.53	189.98
Filberts.....do....	86.79	67.21	78.66	54.14
Candles.....boxes..	98,191	55,751	40,837	68,361
Shoes.....metric tons..	565.07	180.05	444.81	463.34
Preserves.....do....	542.03	427.81	487.17	420.06
Flour.....do....	6,717.26	3,133.31	....	.80
Soap.....boxes..	62,294	41,111	61,978	86,895
Paper.....do....	776,855	507,464	410,967	289,297
Vermicelli.....do....	191,969	116,971	154,229	52,255
Red pepper.....metric tons..	135.92	165.27	109.09	129.17
White wine.....liters..	3,557,141	4,058,339	4,305,660	3,712,616
Red wine.....pipes..	67,671	48,860	39,773	41,009

Exports of red wines to Cuba from Barcelona.

Port.	1896.	1897.	1898.	1899.
	Pipes.	*Pipes.*	*Pipes.*	*Pipes.*
Habana	55,587	44,969	39,606	40,924
Cienfuegos	5,792	4,945	3,685	3,264
Matanzas	1,726	1,686	663	446
Santiago de Cuba	1,928	1,359	1,094	811
Manzanillo	435	288	....	125
Nuevitas	511	598	185	233
Guantanamo	213	116	85	266
Gibara	253	231	82	....
Caibarien	932	625	....	....
Sagua la Grande	262	750	427	....
Cardenas	1,615	400	229	199
Total	69,254	55,962	45,956	46,268

Exports of red wine to various markets from Barcelona.

To—	1896.	1897.	1898.	1899.
	Pipes.	*Pipes.*	*Pipes.*	*Pipes.*
Cuba	69,254	55,962	45,956	46,268
Porto Rico	5,000	5,106	1,072	1,148
Philippines	3,644	6,489	1,943	1,349
River Plate	38,702	35,648	37,478	32,173
Brazil	863	742	729	650
Mexico	3,677	3,703	4,190	3,320
Belize	25	224	20	32
Fort de France	714	607	797	601
Trinidad	1,930	1,170	1,025	265
Port Limon	7	....	....	....
Colon	995	1,139	1,350	802

Exports of red wine to various markets from Barcelona—Continued.

To—	1896.	1897.	1898.	1899.
	Pipes.	*Pipes.*	*Pipes.*	*Pipes.*
Savanilla	4			
Santo Domingo		126	15	
La Guaira	1,049	941	1,118	845
Puerto Cabello	102	94	81	
United States	23	74	45	27
Total	125,989	112,020	95,769	87,480

Port dues of Barcelona for the larger merchant vessels (not coasters).

For pilotage on entering on a vessel of 2,000 tons	$7.50
For every 500 tons above 2,000	.75
If vessel takes pilot on going out	7.50
(If vessel takes pilot on entering or going out at nighttime it pays double fee.)	
For mooring to buoy	.37
For three moorings	6.75
For hiring boat to weigh and give out anchors	12.00
Hiring port captain's boat per day	.75
For taking provisions from the shore for the vessel's consumption during her stay in port, "demurrage" tax is paid, about (not enforced)	4.25

SANITARY DUTIES AND FEES.

For inspecting the ship, per ton, about	$0.02
For isolating the boat in case of disease, per day and ton	.01
To be paid by—	
First-class passengers, per day	.30
Second-class passengers, per day	.15
Third-class passengers, per day	.08
For disinfecting food belonging to—	
First-class passengers	.15
Second-class passengers	.08
Third-class passengers	.04
For each member of crew	.04

DISINFECTION OF GOODS LANDED.

Clothes and baggage of—	
Each member of crew	$0.08
Each first-class passenger	.15
Each second-class passenger	.11
Furniture, bedsteads, mattresses, and used clothes, per 100 pounds	.04
Leather and cow skin, per 100 pieces	.22
Fine skins, per 100 pieces	.22
Goat, sheep, and other small animals' skins, per 100 pieces	.08
Feathers, hair, wool, silk, linen, cotton, hemp, jute, and other fibrous goods, all raw; rags and old paper, per 100 pounds	.04
Large live animals, such as horses, mules, etc., each	.30
Small domestic animals, each	.15
Birds, per hundred	.08
Old building and constructing material, per ton	.08
Metal articles not adorned or polished, per 100 pounds	.04
Disinfecting the ship itself, per ton	.01
For special disinfection of infected part, only paying for half number of tons, per ton	.01

FOR BILLS OF HEALTH.

Vessels of—	
From 301 to 500 tons	$2.70
From 501 to 1,000 tons	3.60
From 1,001 to 2,000 tons	5.40
From 2,001 to 3,000 tons	7.20
From 3,001 tons and upward	9.00

Navigation at Barcelona during the year 1899.

ENTERED.

Nationality.	Sailing vessels.						Steamers.						General total.	
	With cargo.		In ballast.		Total.		With cargo.		In ballast.		Total.			
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
Spain:														
Coasting	929	44,023	31	2,576	960	46,599	1,078	799,772	83	158,286	1,161	958,058	2,121	1,004,657
Others	74	21,914	4	648	78	22,562	561	581,268	21	52,887	582	634,155	660	656,717
Total	1,003	65,937	35	3,224	1,038	69,161	1,639	1,381,040	104	211,173	1,743	1,592,213	2,781	1,661,374
Italy	123	41,594	4	631	127	42,225	113	144,084	7	14,381	120	158,645	247	200,690
Great Britain			1	194	1	194	317	343,959	7	3,073	324	347,032	325	347,226
France	12	1,761	4	138	16	1,899	71	71,796	15	13,470	86	85,266	102	87,165
Germany							89	85,257	1	2,855	90	88,112	90	88,112
Sweden and Norway	3	369			3	369	97	62,940	1	671	98	63,611	101	63,980
Austria-Hungary	1	423	1	570	2	993	27	33,410			27	33,410	29	34,403
Belgium							9	12,392	1	61	10	12,453	10	12,453
Holland							23	16,965			23	16,965	23	16,965
Greece	2	434			2	434	32	33,931			32	33,931	34	34,365
Denmark	4	374			4	374	27	20,201	1	1,299	28	21,500	32	21,874
Russia	2	838	1	315	3	1,153	16	13,021			16	13,021	19	14,174
Portugal									1	45	1	45	1	45
Turkey							3	4,196			3	4,196	3	4,196
Roumania							3	2,703			3	2,708	3	2,703
Uruguay	1	750			1	750							1	750
Total	148	46,543	11	1,848	159	48,391	827	844,855	34	35,855	861	880,710	1,020	929,101
Grand total	1,151	112,480	46	5,072	1,197	117,552	2,466	2,225,895	138	247,028	2,604	2,472,923	3,801	2,590,475

CLEARED.

Nationality.	Sailing vessels.						Steamers.						General total.	
	With cargo.		In ballast.		Total.		With cargo.		In ballast.		Total.			
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
Spain:														
Coasting	714	37,518	320	13,420	1,034	50,938	995	834,019	341	322,214	1,336	1,156,233	2,370	1,207,171
Others	29	8,111	15	7,109	44	15,220	347	453,062	90	157,338	437	610,400	481	625,620
Total	743	45,629	335	20,259	1,078	66,158	1,342	1,287,081	431	479,552	1,773	1,766,633	2,851	1,832,791
Italy	22	5,181	69	23,944	91	29,125	89	136,259	55	76,761	144	213,020	235	242,145
Great Britain			2	613	2	613	43	39,219	228	199,543	271	238,762	273	239,375

France	1	190	4	827	5	1,017	69	93,268	20	21,796	89	115,063	94	116,080
Germany							17	17,923	45	42,225	62	60,148	62	60,148
Sweden and Norway							8	5,816	67	40,665	75	46,481	75	46,481
Austria-Hungary			1	570	1	570	7	7,812	14	15,451	21	23,263	22	23,833
Belgium									8	9,845	8	9,845	8	9,845
Holland							5	3,586	10	6,647	15	10,233	15	10,233
Greece	1	216	1	216	2	432	1	1,125	27	29,464	28	30,589	30	31,021
Denmark	1	81	3	295	4	376	5	4,408	10	6,846	15	11,254	19	11,630
Russia	1	316	3	1,659	4	1,975			11	7,736	11	7,736	15	9,711
Portugal									2	379	2	379	2	379
Turkey									3	3,316	3	3,316	3	3,316
Roumania									2	1,973	2	1,973	2	1,973
Uruguay	1	791			1	791							1	791
Total	27	6,775	83	28,124	110	34,899	244	309,416	502	462,646	746	772,062	856	806,961
Grand total	770	52,404	418	48,653	1,188	101,057	1,586	1,596,497	933	942,198	2,519	2,538,695	3,707	2,639,752

HARBOR WORKS AT BARCELONA.

To facilitate the unloading of coal steamers arriving at the port of Barcelona, several firms interested in the matter have subscribed the necessary capital for the erection of two coal dischargers.

The installation consists of an aerial tramway on the continuous rope-running system, supported at three points in its length.

The discharging support, placed in one of the coal warehouses, is constructed entirely of steel and has an approximate height of 32 feet.

In the upper portion are mounted the power and supporting wheels for the running steel cable, and also the arrangements for automatically removing the buckets from the cable and for emptying them into carts.

In the lower portion of the discharging support are the engine and boiler, which transmit power to the above-mentioned wheels.

The floating part of the tramway machinery is carried on a pontoon (moored at a distance of about 100 yards from the quay), and consists of the wheels for supporting the running cable and the shunting arrangements for removing buckets from same, similar to those on the shore discharging support.

In addition, the machinery of the floating part comprises suitable chutes for receiving the coal from the ship's side, and also a system of compensating counterweights which imposes an invariable tension in the running cables, thus nullifying the effect of the wave movement of the pontoon.

An intermediate support for the cables is provided at the edge of the quay, and by this means the cables and buckets are carried over the wharf at a height of about 25 feet from the ground.

The working of the plant is as follows:

Coal is received from the ship's hoisting gear into the above-mentioned chutes. A bucket is brought opposite to the mouth of the chute and filled; it is then run along shunt rails until its upper ironwork meets the running cable, to which it automatically engages itself, being thence conveyed toward shore, over the quay-side support and wharf, to the discharging point; here, the bucket stops automatically and discharges its load into the carts, being afterwards sent back to the pontoon on the return cable.

The machinery on the pontoon is capable of unloading either from the two forward hatches or the two aft hatches of a steamer.

The capacity of the plant is 450 tons per day of eight hours. The number of men required, running full capacity, is fourteen, at wages amounting to about $12 per day. The amount of coal burned in the boiler is nominal, and it is anticipated that the working expenses per ton will not exceed 3 cents.

JULIUS G. LAY,
Consul-General.

BARCELONA, *January 20, 1901.*

REPORT FROM BILBAO.

During 1899, there was an increase in the production of iron ore over that of the previous year of about 30 per cent. Not only the Bilbao-Santander district shows an increase, but also the rest of Spain, where last year's production represented double the quantity of three years ago.

MINING.

Until lately, the mining and working of ores were carried on mostly in the littoral provinces, but the large demand and higher prices have induced people to seek mines even far inland, although the quality may not be so pure and rich as the Bilbao ores. Mines are now worked at Granada and Jaen, and in a short time the mines at Soria, Burgos, Galicia, Albacete, and Cordoba will be supplying ores. The districts of Guadalajara, Leon, Teruel, and others are also being investigated, and there is no doubt but that iron-ore mining in Spain as a whole is augmenting and developing considerably, even allowing for the abnormally favorable circumstances which at present prevail.

The following is the approximate production of iron ores in Spain:

District.		Quantity.	
		1899.	1898.
Bilbao:	*Tons.*		
Biscay	6,145,545		
Santander	1,385,440		
Guipuzcoa	86,100	*Tons.*	*Tons.*
		7,568,085	5,850,085
Murcia		670,198	371,390
Almeria		538,637	409,770
Granada		60,000	49,690
Jaen		25,000	....
Malaga		38,350	26,140
Seville		319,370	383,860
Huelva		24,180	15,830
Oviedo		62,000	63,960
Navarre		28,500	22,870
Other provinces		10,000	3,450
Total		9,344,320	7,198,045

At the port of Bilbao, the high prices have raised the output from the mines to their full capacity, but with regard to quality, it is generally agreed that the Bilbao ore is not what it was a few years ago.

The prices at the beginning of the current year were about double those in January, 1898. Under these circumstances, a great many new mines have been taken up, but I think the majority will either not be seriously worked or will not prove remunerative.

With the view of improving the quality of the small ores, washing machines have been established at some of the mines in this district, but they meet with the general opposition of the inhabitants, who strongly object to the contamination of the streams and rivers.

The "rubio" ore continues to be the principal kind produced here. The "campanil" is nearing its end, but the calcined carbonate of iron is obtaining more preeminence every year.

The following table shows the approximate quantities mined during the last three years:

Class of ore.	1897.	1898.	1899.
	Tons.	*Tons.*	*Tons.*
Limonite, rubio of all kinds	4,225,000	4,220,300	5,313,540
Red hematite, campanil	457,500	275,800	220,000
Siderite or spathic, calcined carbonate	454,300	477,700	613,000
Total	5,136,800	4,973,800	6,146,540

The number of mines at work in this province is as follows: 204 of iron ore, 12 of zinc, 2 of lead, and 2 of sulphur; total, 220. There are from 15,000 to 16,000 men employed in the running of ores, and 55 engines of approximately 1,200 horsepower.

Quantities of iron ore consumed and exported from this district during the year 1899.

Description.	Quantity.	Total.
Biscay:	*Tons.*	
Ore used in the Basque provinces	477,350	
Exported from Bilbao River	5,500,000	
Exported from Provena	45,350	
		6,022,700
Santander:		
Exported from Santander	673,807	
Exported from Alcn	113,395	
Exported from Onton	94,164	
Exported from Saltacaballo	245,938	
Exported from Castro-Urdiales	77,046	
Exported from Dicido	118,020	
		1,322,370
Guipuzcoa:		
Exported from Behoria	14,870	
Exported from Irun	17,370	
Exported from Pasajes	1,200	
		33,440
Total	....	7,378,510

EXPORTS.

Exportation of iron ore from the port of Bilbao.

To—	1897.	1898.	1899.
	English tons.	*English tons.*	*English tons.*
United Kingdom	3,207,000	3,043,000	3,955,000
Holland	600,000	792,000	903,000
Belgium	194,000	165,000	209,000
France	348,000	253,000	272,000
Germany	60,000	45,000	44,000
United States of America	32,000	3,000	75,000
Other countries	....	4,000	7,000
Spanish ports	57,000	60,000	42,000
Total	4,498,000	4,365,000	5,507,000

The exportation of pig iron from the port of Bilbao for the last three years was as follows:

To—	1897.	1898.	1899.
	English tons.	*English tons.*	*English tons.*
United Kingdom	9,570	15,533	4,500
Italy	10,656	11,518	9,995
France	10,531	8,703	7,034
Belgium	1,117	5,140	1,938
Holland	1,330	8,369	5,587
Germany	6,160	5,876	10,127
Total	39,364	55,139	39,131
Coastwise	....	62,387	56,416

Wine exported via Bilbao in 1899 and the three previous years.

To—	1896.	1897.	1898.	1899.
	Gallons.	*Gallons.*	*Gallons.*	*Gallons.*
Holland	71,000	113,000	209,000	135,000
United Kingdom	39,000	69,000	79,000	102,000
France	89,000	49,000	120,000	42,000
Belgium	23,000	57,000	86,000	66,000
Germany	8,000	33,000	6,000	19,000
Other countries: Cuba, Porto Rico, United States, Mexico, Argentine Republic, Uruguay, Denmark, and Norway	159,000	362,000	375,000	442,000
Total	389,000	683,000	875,000	806,000

Table showing other articles of exportation, 1899.

Articles.	To England.	To France.	To Belgium.	To Holland.	To Germany.	To other countries.	Total 1899.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Calamine	9		22				31
Blende	14		591				605
Iron screws and nails	8	1				2	11
Old iron	99						90
Zinc scrap	13	18					31
Tin plate scrap			222				222
Cigarette paper	¼	54	3	6	7		70¼
Shale oil		1,158	46	32			1,236
Raw spirits of turpentine			771	2			773
Sulphate of ammonia		306					306
Barley	529	5					534
Chestnuts and nuts	7	10					17
Hemp-soled shoes		⅛	⅛			1,084	1,084¼
Preserves	50	75	34	41	54	288	432
Unwashed wool		824	24	34			882
Resin			269				269
Bones		249					249
Tin slag	30			13			43
Lead ore and scrap		11	33				44

A considerable number of empty casks was exported to different countries of Europe and America; also small quantities of bottles, iron bars, skins, and nitrate of sodium.

In addition to the iron ore and pig iron already mentioned, there were shipped, coastwise, last year 31,050 tons of manufactured iron and steel and 63,460 tons of general cargo; the latter composed of coal, wine, spirits, grain, flour, codfish, tin plates, galvanized iron, wire, nails and screws, tubes, timber, etc.

IMPORTS.

Importation of coal and coke for the last four years.

COAL.

Year.	From England.	From Germany.	From other countries.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*
1896	367,910	2,907	1,535	372,352
1897	425,412	5,824	37	431,273
1898	308,582	14,694		323,276
1899	419,926	8		419,934

Importation of coal and coke for the last four years—Continued.

COKE.

Year.	From England.	From Germany.	From other countries.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*
1896	80,850	15,281	....	96,131
1897	95,901	....	....	95,901
1898	78,210	6,351	....	84,561
1899	95,745	693	....	96,438

The production of native coal has increased by about 240,000 tons over the figures of 1898, and the larger consumption of fuel shows that Spain has shared in the general briskness of trade.

The native coal and coke brought to Bilbao during the year were as follows:

From—	Coal.	Coke.
	Tons.	*Tons.*
Asturias, coastwise	129,740	1,870

Up to the present, coal mining in Asturias has been much checked, chiefly owing to the imperfect means available for transportation. It is well known that ships suffer long delay at Aviles and Gijon from want of facilities for quick shipment. When the two new railway lines now in course of construction are finished, much of this delay will be avoided.

It is intended also to erect several loading wharves, which will load a complete cargo in one or two days, and it is anticipated that the cost of transport from the mines to the quay will not exceed 3 pesetas (about $0.55).

The proprietors of the coal fields inland at Leon and Palencia are also procuring means of transportation by the construction of several branch lines of railway in connection with the main line of the Northern Railway and the Robla-Bilbao Railway.

CODFISH.

Importation of codfish into Bilbao, 1896–1899.

From—	1896.	1897.	1898.	1899.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Scotland	389	185	220	248
Norway	6,183	8,706	8,287	7,891
Iceland	945	1,212	1,248	1,216
Faroe Islands	1,300	1,432	970	619
France	....	7	72	1,057

Table showing other articles of importation.

Articles.	From—						Total.	
	England.	France.	Belgium.	Germany.	Holland.	Other countries.	1899.	1898.
Building stones, earths, cements, etc........tons..	3,443	14,195	2,362	37	3	729	20,769	15,504
Glass ....do...	97	88	224	53	12	....	474	223
Pottery and porcelain.do...	3,296	1,258	116	57	28	....	4,755	2,570
Iron:								
Castings...........do...	233	55	287	66	14	....	655	874
Forged and rolled.do...	3,538	310	1,930	319	309	35	6,441	2,885
Copper and alloys.....do...	111	63	73	36	92	....	375	236
Tin or zinc (bars, pigs, tubes, etc.) ....tons..	1,817	16	151	85	6	....	2,075	1,467
Drugs ....do...	386	322	490	29	109	7	1,343	1,264
Colors, dyes, and varnishes ....tons..	154	66	94	61	1	....	376	263
Chemical and pharmaceutical goods..........tons..	1,329	1,301	843	3,446	57	202	7,178	6,444
Cotton:								
Thread ....do...	185	....	....	....	....	....	185	108
Woven ....do...	21	3	....	....	....	....	24	17
Hemp, flax, and jute:								
Raw ....do...	262	336	89	104	....	....	791	207
Spun ....do...	671	8	13	29	....	....	721	194
Wood pulp for paper ..do...	....	17	514	302	1,020	3,550	5,403	....
Flax and wool, woven.do...	49	10	2	4	3	....	68	22
Paper, all sorts ....do...	66	27	44	95	36	....	268	176
Timber ....cubic meter..	9	9,311	40	....	....	57,456	66,816	....
Cut timber and furniture, tons......................	102	165	44	107	15	....	433	135
Animal fats and greases, tons......................	1,734	1,493	993	89	....	611	4,920	3,303
Apparatus and machines, tons......................	1,508	604	1,838	494	499	37½	4,980½	2,175
Railway carriages ....tons..	33	1	12	1	....	....	47	280
Grain, flour............do...	1,221	4,598	1,951	604	20	5,031	13,425	12,128
Groceries..............do...	103	74	94	46	58	647	1,022	1,068
Railway material......do...	680	....	61	....	....	....	741	866

Sixty-two thousand six hundred and seventy-six tons of general cargoes were imported coastwise during the year 1899.

SHIPPING.

It is to be noticed that as the harbor works progress, the ships trading to this port increase in size, and therefore decrease in number each year.

The following was the general shipping in 1899:

Nationality.	Sailing vessels.		Steam vessels.		Total vessels.		Total number of crew.
	Number.	Tons.	Number.	Tons.	Number.	Tons.	
British	8	1,031	1,628	1,502,507	1,636	1,508,538	30,370
Spanish	488	15,806	1,599	1,042,878	2,087	1,058,684	29,072
French	....	....	178	95,626	178	95,626	2,905
Norwegian	4	289	209	161,589	213	161,878	3,500
Swedish	....	....	40	36,850	40	36,850	676
German	....	....	92	82,452	92	82,452	1,820
Belgian	....	....	60	60,106	60	60,106	1,288
Dutch	....	....	46	47,729	46	47,729	915
Danish	6	554	10	9,000	16	9,554	215
Italian	2	200	4	8,235	6	8,435	76
Other nations	2	195	2	1,840	4	2,035	44
Total	510	18,075	3,868	3,043,812	4,378	3,061,887	70,786

The average tonnage per steamer was 786. The British flag still holds the first place at this port, but no doubt it will soon be distanced by the Spanish flag if the tendency of Bilbao people towards shipowning continues. During last year as many as 61 steamers, measuring 130,295 net tons, were acquired by Bilbao business men from British firms. The ships registered at this port measure from 250,000 to 300,000 tons.

Almost all the vessels engaged in the foreign trade are steamers; sailing craft are employed in small numbers in the coasting trade.

The river is certainly not easy of access, but accidents are fewer than would be expected, and large steamers of 4,000 to 5,000 tons burden manage to come upstream and effect their shiftings with regularity.

It is stated as a rule on charter parties, that ships are to be loaded always afloat, a clause which is almost impracticable here, however, from the fact that at only one or two berths is there water enough for vessels to be afloat at low water.

At the time of writing this report, the port regulations have undergone very important modifications. The signals for entering and leaving the port will be made in the future from the pier end of Portugalete, where, every 15 minutes, the maximum draft of water on the bar will be indicated by means of an apparatus.

Ships will be allowed to come in and leave the port at all times during daylight when there is water enough for their draft, with the exception of ships above 1,000 tons register, which, as hitherto, can only move two hours before to two hours after high tide.

There will also be erected at Portugalete a signaling mast for the purpose of repeating the signals from the pier end, and to prevent as far as possible ships crossing each other on the bar.

Head pilots, who have been engaged for years in piloting ships over the bar, will have their offices abolished, and pilots in the future will have to be certified masters or mates of the mercantile marine. These pilots will form two groups, one for berth shiftings inside the port, and the other for services and direction in the harbor and outer port, etc.

The pilotage tariff, which has existed in its present state ever since 1808, will be altered so that ships will pay in accordance with their tonnage and not with their drafts, as hitherto.

New tariff of pilotage fees from the sea to the Cadagua River (Luchana) or vice versa.

	Pesetas per English foot.	
Ships up to 1,000 tons (gross)	3.00	$0.55
Ships from 1,000 to 2,000 tons (gross)	4.50	.81
Ships from 2,000 tons upward	5.00	.90

A captain who calls for a pilot and subsequently does not employ him will have to pay one-half the fees. Pilots should be called for at least two hours before they are wanted, and before sunset when required to attend during the night.

DEVELOPMENT OF TRADE.

Since the termination of the war with the United States, a brisk revival of business has taken place over all Spain.

Bilbao, where capital is abundant, has taken the initiative and is financially interested to a large extent in the most important companies that have been formed lately. As many as 61 large companies were registered in 1899, with a total capital of 128,000,000 pesetas, of which 23 were shipowners, 7 banks, 8 sugar factories, 6 electric works, 7 mining and metallurgical companies, and 10 of different sorts.

A Spanish company called Aurora has been floated this year, with the object of undertaking marine insurance, banking, etc. It has a capital of 20,000,000 pesetas. Doubtless, this company owes its birth to the annually increasing number of Spanish ships owned at this port. Up to now, Spanish marine insurance has been effected entirely in foreign countries.

For the last few years, laborers have been forming trade associations, which are not encouraged by the masters. Last summer, there was a serious strike at the Altos Hornos and Vizcaya Iron Works, which lasted for some months. It was caused chiefly by the masters objecting to the employment of laborers belonging to trade associations, but the strike ended by their accepting the men's terms.

There have also been several minor strikes not worth mentioning, but all have shown that the men are rapidly joining these labor corporations.

The number of workmen of all classes in the province of Biscay is estimated at 115,000.

Carlos Yensen,
Consular Agent.

Bilbao, *November 11, 1900.*

INDUSTRIAL CONDITIONS IN SPAIN.

Consul-General Lay sends from Barcelona, January 31, 1901, translation of a report presented by the "Fomento del Trabajo Nacional" to the provincial council of Barcelona, upon the causes of the present industrial crisis in Spain, and the means to remedy it. Mr. Lay says:

This report is not only the most comprehensive one on Spain's trade that has been written for many years, but should be of special interest to us as showing the strong desire on the part of Spanish merchants for better trade facilities, including a commercial treaty, how both countries would be benefited thereby, and how such a treaty could be effected.

The special facilities at the disposal of this society for obtaining reliable information and for giving an authoritative opinion on subjects affecting local industries render its statements of peculiar interest. It embodies the ideas of the majority of merchants and manufacturers, and shows how the loss of the Spanish colonies has affected this country's trade.

The report reads:

DEVELOPMENT OF SPANISH MANUFACTURES SINCE 1892.

Three causes have contributed to the development of Spanish industry during recent years: Firstly, the new tariff of December 31, 1891; secondly, the reform in the tariff for the Antilles, which came into force on July 1, 1892, and the Philippine tariff of April 1, 1891; and thirdly, the rise in the rate of foreign exchanges, which restricted importation, cheapened the cost of labor, and benefited agriculture, which had been further favored by the period of peace in the country and a succession of good harvests.

However, we shall subsequently see how the high exchanges have tended to diminish consumption.

In order to form a correct idea of the growth of production, we will glance at the increase there has been in the importation of raw materials and of machinery for industrial purposes.

The following statistics show the imports of coal and coke:

	Tons.
Average from 1880 to 1884	1,115,706
Average from 1884 to 1889	1,442,023

Year.	Coal.			Coke.		
	Quantity.	Value.		Quantity.	Value.	
		Pesetas.	United States currency.		Pesetas.	United States currency.
	Tons.			*Tons.*		
1890	1,431,623	37,222,205	....	286,080	7,438,071	....
1891	1,634,400	44,125,031	....	228,926	6,180,012	....
1892	1,694,004	45,738,126	....	175,946	4,750,548	....
1893	1,497,699	41,935,578	....	267,288	7,484,066	....
1894	1,614,838	43,600,643	....	225,902	6,099,363	....
1895	1,505,540	40,649,599	....	219,643	5,930,367	....
1896	1,547,620	41,785,760	....	334,972	9,044,265	....
1897	1,640,029	45,920,824	....	212,938	5,962,264	....
1898	1,244,345	37,330,364	....	196,224	5,886,721	....
1899	1,555,800	45,127,594	$7,220,415	208,789	6,263:673	$1,002,188

NOTE.—On account of the fluctuations in value of the peseta, no attempt has been made to give the United States equivalent for the figures in the tables in this report. The nominal value is 19.3 cents. The market value in 1899 was about 16 cents, and this valuation has been adopted in giving the equivalents for that year and for 1900.

The average annual importation from 1890 to 1899, inclusive, was 1,772,163 tons, or an increase of 330,140 tons annually as compared with the average for the years 1884 to 1889.

To complete these statistics, the increase in the output of native coal must be borne in mind, which is as follows, according to particulars published by the "Revista Minera" for June of this year:

	Tons.		Tons.
1892	1,461,196	1896	1,878,399
1893	1,565,910	1897	1,939,400
1894	1,810,000	1898	2,526,600
1895	1,820,560	1899	2,743,389

As is seen, between the years 1892 and 1899 there was a difference of 1,282,193 tons; these were consumed entirely in the Peninsula. Although the greater part of this coal was applied to the iron industry and the railways, a considerable quantity was used for manufactures, as is proved by the fact that during 1898, 122,320 tons were landed at Barcelona from coasting vessels, without counting what was brought by rail from the mines of Berga, Mequinenza, and San Juan de las Abadesas.

In 1890, not a ton of native coal passed the Barcelona custom-house, while in 1896 the quantity was only 39,667 tons. Comparing these figures with those of 1898, we notice an increase during that time in the consumption of coal from the north of Spain of over 8,000 tons.

The use of waterfalls as a motive power has also been availed of to a much greater extent, especially for spinning, owing to the facility with which electricity now enables the power to be carried long distances.

Imports of raw cotton.

	Tons.
Annual average for 1880 to 1884	48,633,324
Annual average for 1884 to 1889	49,402,948

Year.	Quantity.	Value.		Duty paid.
		Pesetas.	United States currency.	
	Metric tons.			*Pesetas.*
1890	49,837.6	69,772,669	....	200,773
1891	60,780.3	85,022,428	....	270,102
1892	61,452.8	86,033,983	....	997,977
1893	58,519.5	76,075,355	....	957,284
1894	68,191.9	81,830,319	....	1,102,771
1895	71,425.5	78,568,135	....	1,183,287
1896	59,311.2	68,801,034	....	1,002,194
1897	75,959.8	85,075,052	....	1,262,002
1898	65,376.1	71,913,734	....	1,006,654
1899	86,178.4	94,075,052	$15,052,008	....

The annual average of 68,301.9 metric tons for 1892–1899 is 18,898.9 metric tons in excess of the average for 1880–1884.

Accepting as correct the estimate of Mr. Sard, who calculated that every spindle spinning, for instance, No. 24 warp, represents an annual consumption of 21.59 kilos (47.6 pounds), including 10 per cent waste (though, thanks to improvements in spinning, this estimate is now too low), we may fairly put the additional number of spindles in Spain since 1889 at 1,026,000, although, bearing in mind that many mills are running day and night, this estimate should be reduced by a third.

Wool imports.

	Quantity.	Value.	
		Pesetas.	United States currency.
Average for:	*Metric tons.*		
1880–1884	1,878.4	8,183,270	....
1885–1889	2,003.2	8,802,691	....
1893–1897	2,926.5	13,285,476	....
1898	2,097.5	9,977,027	....
1899	3,359.9	15,358,396	$2,457,343
First eight months of 1900	2,076.7	10,369,869	1,659,177

The imports of wool during the seven years from 1893 to 1899 show an annual average of 2,794.6 metric tons, or an increase of 916.2 metric tons annually as compared with the five years from 1880 to 1884, or of 791.4 metric tons compared with the following five years. Besides this, considerable quantities of native wool have been used.

If we look at the following tables of the imports of worsted, combed, bleached, or dyed, we see that in spite of the spinning of wool and worsted having enormously increased from 1880 to 1895, the imports of worsted also increased, proving that the output of woolen tissues has become larger.

Imports of worsted, spun, twisted, etc.

	Quantity.	Value.	
		Pesetas.	United States currency.
	Metric tons.		
1890	83.8	843,246	....
1891	136.2	1,324,289	....
1892	208.4	2,099,281	....
1893	196.1	1,882,078	....
1894	218.2	2,088,819	....
1895	183.8	1,756,600	....
1896	69.7	666,066	....
1897	57.8	553,228	....
1898	81	815,990	....
1899	153.9	1,542,990	$246,878
First 8 months of 1900	67.1	672,607	107,617

Jute spinning increased to an extraordinary extent, thanks to the demand for empty sacks in the markets of Cuba and Porto Rico.

Raw jute imports.

The imports of raw jute were as follows:

	Quantity.	Value.	
		Pesetas.	United States currency.
	Metric tons.		
1890	10,975.7	4,939,091	....
1891	10,040.8	4,819,619	....
1892	10,093.9	4,542,274	....
1893	16,956.5	8,308,715	....
1894	7,203.7	3,529,829	....
1895	17,506.4	8,052,948	....
1896	10,508.8	4,834,067	....
1897	16,075.5	7,394,749	....
1898	13,421.4	5,673,015	....
1899	14,572.1	6,120,294	$979,247
First 6 months of 1900	6,438.5	2,897,340	463,574

The average for 1895 to 1899 shows an increase over the preceding average of 3,533.5 metric tons, and of 3,441.1 over that of 1890.

Imports of raw and twisted silk.

The importation of raw and twisted silk since 1888 was as follows:

	Quantity.	Value.	
		Pesetas.	United States currency.
	Metric tons.		
Average of 1888-1892	163	6,259,151	....
1892	180	7,077,963	....
1893	214.7	9,448,793	....
1894	125.2	5,175,864	....
1895	199.5	8,023,537	....
1896	191.8	7,518,924	....
1897	208.8	8,016,315	....
1898	173.9	6,685,346	....
1899	286.2	11,835,173	$1,893,627
First 8 months of 1900	67.1	672,707	107,633

Between the annual average for 1892 to 1896 and that for 1897 to 1899 there is a difference of 400 metric tons, valued at 1,396,000 pesetas.

Imports of hides and skins.

The imports of hides and skins, intended for the most part for the shoe trade, were as follows:

	Quantity.	Value.	
		Pesetas.	United States currency.
	Metric tons.		
Average of 1880-1884	7,274.4	17,495,639	....
Average of 1885-1889	8,668.3	20,961,793	....
Average of 1893-1897	8,193.9	20,689,869	....
1897	8,616.7	23,197,378	....
1898	5,149	13,724,914	....
1899	10,073.6	27,222,958	$4,355,673
First 8 months of 1900	8,567.4	21,228,581	3,396,572

IMPORTS OF MACHINERY AND OTHER ARTICLES.

To complete the proofs we are giving of the increase during the last ten years of Spanish manufactures, especially textiles, we will turn to the imports of machinery and of such goods as, for instance, chemical products, dyes, starches, and feculas, which may be taken as indicating industrial prosperity. The average imports of machinery during the five years from 1884 to 1888 amounted to 18,230 tons, valued at 11,357,722 pesetas.

Imports of machinery.

Year.	Engines.	Value.		Copper machinery.	Value.	
		Pesetas.	United States currency.		Pesetas.	United States currency.
	Tons.			*Tons.*		
1890	9,417	11,301,514		213	790,871	
1891	8,238	9,886,474		186	688,740	
1892	4,556	5,467,622		206	722,916	
1893	2,652	3,182,486		231	811,503	
1894	3,158	3,790,084		273	958,398	
1895	3,629	4,355,799		156	546,036	
1896	3,658	4,390,342		150	528,294	
1897	5,650	6,780,121		170	595,738	
1898	3,697	4,329,220		178	623,198	
1899	4,803	6,780,121	$1,084,819	166	577,896	$92,463
First 8 months of 1900	5,350	6,421,179	1,027,388	108	380,860	60,938

Year.	Knitting machinery.	Value.		Parts of machinery.	Value.	
		Pesetas.	United States currency.		Pesetas.	United States currency.
	Tons.			*Tons.*		
1890				21,754	28,171,946	
1891				20,909	27,077,795	
1892	4,026	10,066,506		19,410	23,292,401	
1893	86	258,933		11,430	13,716,055	
1894	151	453,936		15,108	18,129,649	
1895	287	861,798		13,591	16,309,335	
1896	536	1,608,822		11,865	17,797,560	
1897	425	1,403,371		13,031	19,546,981	
1898	555	1,832,968		11,213	16,819,794	
1899	795	2,679,236	$428,677	20,570	30,855,717	$4,936,915
First 8 months of 1900	572	1,889,045	302,247	19,025	28,538,095	4,566,095

Year.	Card filleting.	Value.		Total value.	
		Pesetas.	United States currency.	Pesetas.	United States currency.
	Tons.				
1890				40,264,331	
1891				37,658,009	
1892	13	33,572		39,583,017	
1893	2	5,590		17,974,567	
1894	4	11,063		23,343,180	
1895	9	22,527		22,095,495	
1896	3	8,402		24,333,420	
1897	1	4,232		28,830,443	
1898	1	3,382		23,608,562	
1899	4	12,465	$1,994	40,905,435	$6,544,868
First 8 months of 1900				37,229,189	5,956,668

To the above figures must be added the value of the machinery manufactured in Spain, which, without exaggeration, may be estimated at a quarter of that imported from abroad.

Between the average importation of machinery during 1884 to 1888, which amounted to 18,230 tons, valued at 11,357,722 pesetas, and the average from 1890 to 1899, which amounted to 21,716 tons, valued at 29,809,140 pesetas, there is a difference in favor of the latter of 3,486 tons, of a value of 18,451,418 pesetas.

Finally, the following figures show the progressive importations of materials required for manufactures:

	Starch for industrial purposes.			Chemical products.		
	Quantity.	Value.		Quantity.	Value.	
		Pesetas.	United States currency.		Pesetas.	United States currency.
	Metric tons.			*Metric tons.*		
Average of 1888-1892	....	....	....	60,897.4	17,220,600	....
1892	6,050.9	2,117,820	....	68,362.3	19,072,957	....
1893	12,065.7	3,619,739	....	69,709.8	18,596,711	....
1894	11,726.9	3,518,084	....	79,975.8	20,858,653	....
1895	10,955	3,067,413	....	82,348.9	22,945,336	....
1896	13,774.5	3,856,878	....	88,009.5	22,858,487	....
1897	12,632.4	3,537,090	....	94,571.6	25,880,955	....
1898	10,671.2	2,881,228	....	90,103	25,610,763	....
1899	13,105.4	3,538,471	$566,155	....	....	....

	Coal dyes.		
	Quantity.	Value.	
		Pesetas.	United States currency.
	Metric tons.		
1892	298.3	2,386,768	....
1893	237.3	1,898,984	....
1894	468.3	3,746,520	....
1895	453.8	3,630,760	....
1896	496.5	3,972,200	....
1897	424.4	3,395,512	....
1898	402.2	3,218,168	....
1899	609.9	4,879,120	$780,659

CONSUMPTION OF NATIVE PRODUCTS.

Owing to the alteration of the tariff and to the rate of exchange, the home market proved much more profitable to native manufactures, as is shown by the following statistics of the imports of yarns and tissues of all sorts:

Imports of cotton yarns.

	Quantity.	Value.	
		Pesetas.	United States currency.
Average of—	*Metric tons.*		
1885 to 1889	455.9	2,336,826	....
1889 to 1893	658.4	3,351,089	....
1893 to 1897	758.6	4,660,079	....
1897	545.1	3,712,676	....
1898	334.7	2,460,937	....
1899	602.4	4,984,762	$797,562
First 8 months of 1900	340.6	2,231,731	357,076

Although the value of the imports in 1898 was greater than that of the average of the five years from 1885 to 1889, the quantity was much less; but the yarns were of finer numbers. Compared with the average for 1893 to 1897, the quantity was only one-half, while the value shows a falling off of 2,323,253 pesetas.

Imports of cotton tissues.

	Quantity.	Value.	
		Pesetas.	United States currency.
Average of—	*Pounds.*		
1885 to 1889	3,699,577	11,736,564	
1889 to 1893	3,573,211	10,567,767	
1893 to 1897	1,703,944	6,192,984	
1897	1,149,179	4,327,106	
1898	853,204	3,223,239	
1899	1,611,025	6,428,846	$1,028,615
First 8 months of 1900	1,622,416	6,399,212	1,023,874

As compared with the average of 1885 to 1889, the year 1898 shows a decrease of 8,513,325 pesetas in the imports.

Imports of flax and hemp tissues.

	Quantity.	Value.	
		Pesetas.	United States currency.
Average of—	*Pounds.*		
1885 to 1889	1,447,807	4,494,222	
1889 to 1893	1,319,874	3,985,682	
1893 to 1897	449,522	2,109,334	
1897	378,444	1,851,842	
1898	239,982	1,227,911	
1899	415,009	2,546,572	$407,452
First 8 months of 1900	266,737	1,685,265	269,642

The imports of linen goods during 1885 to 1889 averaged 3,266,311 pesetas more than in 1898.

Imports of woolen textiles.

	Quantity.	Value.	
		Pesetas.	United States currency.
Average of—	*Pounds.*		
1885 to 1889	5,084,551	27,220,053	
1889 to 1893	4,374,751	21,681,815	
1893 to 1897	2,320,006	11,872,730	
1897	1,616,157	8,116,538	
1898	888,436	4,547,617	
1899	2,578,783	12,744,222	$2,049,076
First 8 months of 1900	1,662,321	8,120,466	1,299,274

Between the average for 1885–1889, as compared with the year 1898, there is a difference in value to the extent of 22,672,436 pesetas.

Imports of silk tissues.

	Quantity.	Value.	
		Pesetas.	United States currency.
Average of—	*Pounds.*		
1885 to 1889	571,944	15,092,255	
1889 to 1893	452,858	11,245,016	
1893 to 1897	451,449	11,414,492	
1897	398,634	10,005,214	
1898	308,406	8,094,973	
1899	661,298	15,628,192	$2,500,511
First 8 months of 1900	372,771	10,446,869	1,671,499

The value of the imports of silk goods fell off 6,997,282 pesetas, if we compare the average value for the years 1885 to 1889 with that for the year 1898.

We have taken the year 1898 as a basis for comparison, because it was during that year that the conditions of our market were radically changed, owing to the war with the United States, while the five years from 1885 to 1889 were those immediately preceding the alteration of the tariff.

The foregoing statistics show that in textiles alone, foreign manufactures lost an annual sale in Spain of 41,449,354 pesetas, to the benefit of Spanish industries.

On the other hand, it may safely be asserted that since the new tariff until 1898, the consumption in the home markets was increased, both through the comparative prosperity in Spain and by the gradual increase in population, which, according to statistics, was about 600,000 more in 1897 than in 1887.

The importation of other manufactures besides textiles also suffered considerably, as for instance flour, iron and steel manufactures, toys, fans, glass, tiles and mosaics, preserves, paper, stearin, furniture, haberdashery, and many others, all of which tended to favor the native industries.

THE COLONIAL MARKET.

The extension of the national market to our late oversea provinces favored native industries perhaps to an even greater extent than the increase in the home consumption.

The law of commercial relations of 1882 was what gave real impetus to exports to Cuba and Porto Rico, and its effect was further enhanced by the colonial tariff of 1892, more particularly when, on August 27, 1894, owing to the revised United States tariff, the special commercial treaty with that country was canceled.

In order to show the increase in our trade with Cuba and Porto Rico, we give the following statistics of our foreign commerce from 1889.

ISLAND OF CUBA.

Year.	Imports.		Exports.	
	Pesetas.	United States currency.	Pesetas.	United States currency.
1889	37,767,000		82,718,000	
1890	44,561,000		86,426,000	
1891	37,270,000		114,860,000	
1892	49,587,000		145,319,000	
1893	29,519,000		127,924,000	
1894	37,643,000		117,061,000	
1895	37,181,000		136,261,000	
1896	21,928,000		134,461,000	
1897	9,093,000		123,424,000	
1898	9,280,000		66,305,000	
1899	11,412,000	$1,825,920	73,787,000	$11,805,920

ISLAND OF PORTO RICO.

Year.	Imports.		Exports.	
	Pesetas.	United States currency.	Pesetas.	United States currency.
1889	15,937,000		16,385,000	
1890	23,127,000		22,617,000	
1891	16,895,000		17,126,000	
1892	22,948,000		20,358,000	
1893	21,288,000		24,109,000	
1894	21,580,000		28,678,000	
1895	30,179,000		44,117,000	
1896	27,857,000		37,660,000	
1897	26,788,000		33,148,000	
1898	18,541,000		13,974,000	
1899	9,751,000	$1,560,160	17,604,000	$2,816,640

The large imports and exports of silver coin have been deducted from the above figures.

PHILIPPINES.

Our exports to the Philippines began to increase from 1891, when the new duties came into force.

Year.	Imports.		Exports.	
	Pesetas.	United States currency.	Pesetas.	United States currency.
1889	23,102,360		8,662,588	
1890	24,563,878		9,213,712	
1891	22,497,457		14,053,447	
1892	22,947,620		20,358,477	
1893	20,796,076		22,686,681	
1894	17,994,838		28,584,122	
1895	24,970,692		25,769,890	
1896	22,976,770		38,357,357	
1897	16,705,523		49,177,774	
1898	16,029,993		27,911,245	
1899	21,028,078	$3,364,492	11,685,224	$1,869,635

EXPORTS OF COTTON MANUFACTURES.

The following figures give the total exports of cotton goods from 1890 down to the present time:

Year.	Quantity.	Value.	
		Pesetas.	United States currency.
	Metric tons.		
1890	4,584.7	24,145,444	
1891	5,468.9	28,271,136	
1892	8,027.2	40,673,821	
1893	9,523.8	50,543,836	
1894	9,772.5	52,668,030	
1895	8,501.7	46,617,176	
1896	10,559.0	60,387,194	
1897	11,706.6	70,332,272	
1898	6,938.3	44,926,112	
1899	6,946.8	39,835,541	$6,373,687

The annual average exports were 8,203 metric tons, valued at 45,840,056 pesetas.

To prove how important the colonial market was for these exports, let us glance at the figures for 1897, which was the year when they reached their highest point.

Exports of twisted cotton in 1897.

	Metric tons.
To island of Cuba	63.6
To island of Porto Rico	.2
To Philippines	1,314.6
Total	1,378.5
Other countries	30.5
Total	1,409.1

The exports in that year to the colonies thus reached 1,378.5 metric tons, or 98 per cent of the total exports.

Exports of cotton tissues in 1897.

To—	White cotton tissues.	Dyed or printed tissue.	Hosiery.	Total.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
Island of Cuba	6,790,697	2,428,739	140,623	9,360,059
Porto Rico	896,756	1,962,383	415,554	3,274,693
Philippines	4,282,081	3,380,606	1,068,510	8,731,197
Total	11,969,534	7,771,728	1,624,687	21,365,949
Other countries	385,241	363,675	580,379	1,329,272
Total	12,354,775	8,135,403	2,206,066	22,695,221

In 1897, as is seen, the total exports of cotton goods amounted to 22,695,221 pounds, of which no less than 21,365,949 pounds, or 94.14 per cent, were shipped to the colonies.

The exports of white cotton tissues to the colonies amounted to 11,969,534 pounds, or 96.88 per cent; dyed or printed cotton goods to 7,771,728 pounds, or 95.53 per cent; and cotton hosiery to 1,624,687 pounds, representing 73.67 per cent.

As the average importation of raw cotton into Spain from 1892 to 1900 amounts to 149,912,800 pounds annually, the 21,365,949 pounds shipped to the colonies represent, calculating waste, a seventh part of the entire cotton output of Spain. This, however, can not be taken as a true criterion, seeing that were it possible to compare the value of the exports with the value of the total production of the mills in Spain, the proportion would doubtless be greater.

If we look at the exports during 1898, we notice a larger proportion of cotton goods shipped to other countries as compared with those shipped to the colonies.

The total exports were 152,963,701 pounds, while those to the colonies were 119,737,930 pounds, leaving 33,224,671 pounds, or 21.72 per cent, for other countries.

It is in knitted goods that the most marked progress is shown, seeing that our exports to other countries amounted to 55.11 per cent, or more than what was sent to the colonies.

Cotton yarns were exported in considerable quantities to Mexico, while the textiles went to the Canaries and to some of the South American States.

We thus see that in 1898, as compared with 1897, we sent 9,392,178 pounds less to the colonies, but 1,993,194 pounds more to other markets, so that if this proportion were maintained, which, however, is problematical, we should in the course of five years recoup in other markets the loss of those of our late colonies.

Exports of hemp and flax yarns and cordage from 1889.

Year.	Quantity.	Value.	
		Pesetas.	United States currency.
	Metric tons.		
1889	688.7	838,370	
1890	598.7	731,034	
1891	416.1	529,757	
1892	553.7	691,741	
1893	603.4	749,457	
1894	517.1	633,648	
1895	483.7	698,476	
1896	425.4	627,220	
1897	463.4	644,432	
1898	407.8	604,208	
1899	394.3	630,460	$100,874
First 8 months of 1900	224.9	327,492	52,399

Hemp and flax yarns were exported in the largest quantities in 1893, when the total reached 40.3 metric tons, of which 38.6 metric tons went to our colonial provinces. The quantity exported to other countries was only 4.41 per cent.

In 1898, the total exports were 13.5 metric tons to the colonies and 5.69 metric tons, or 29.50 per cent, to other countries, of which Great Britain took the largest share. We had thus lost 25.1 metric tons in the colonies and gained 3.9 metric tons in other countries.

More ropes and twine were also exported in 1893 than in any other year, the total reaching 562.4 metric tons, 466.3 metric tons of which went to the colonies, leaving 96.1 metric tons for other countries, or 17.08 per cent.

Turning again to the year 1898, we find a total exportation of 387.3 metric tons, of which 224 were to our lost colonies and 163.3 metric tons, or 42.16 per cent, to other countries, so that against the decrease of 24.3 metric tons to the colonies we had a gain of 67.2 metric tons in our exports to other markets, which were principally France, Algeria, Portugal, Mexico, and the French and British-American possessions.

EXPORTS OF FLAX AND HEMP TEXTILES.

Year.	Quantity.	Value.	
		Pesetas.	United States currency.
	Metric tons.		
1889	180.3	2,107,829	....
1890	144	1,524,752	....
1891	402.1	3,540,964	....
1892	585.7	5,308,518	....
1893	624.9	5,617,962	....
1894	371	3,903,694	....
1895	302.9	2,980,568	....
1896	465.3	3,910,822	....
1897	421.5	3,459,946	....
1898	250.6	2,033,561	....
1899	254.9	1,704,484	$272,721
First 8 months of 1900	92	556,340	89,014

Exports of linen goods.

The year 1893 also shows the largest exports of linen goods, the total quantity of plain tissues being 1,185,336 pounds, of which 1,162,490 pounds were shipped to the colonies, the balance of 22,846 pounds, sent to other countries, forming barely two-fifteenths per cent of the whole.

In twilled goods, etc., the total quantity exported was 30,939 pounds, including 30,591 pounds to the colonies, and leaving 348 pounds, or 8.25 per cent, for foreign countries.

In 1898, 535,418 pounds of plain linen and hemp textiles were exported, of which the ex-colonies took 456,842 pounds, leaving a balance of 78,574 pounds, or 14.67 per cent.

The decrease in the exports to the lost colonies amounted, therefore, to 705,642 pounds, while the increase in exports to other places was 55,728 pounds, which went chiefly to France, the Canary Isles, Argentine Republic, and Uruguay.

The exports of twilled linen and hemp goods amounted to 4,447 pounds in 1898, the colonies accounting for 3,380 pounds, leaving 1,067 pounds, or 24.48 per cent, for what was sent elsewhere.

Exports of flax lace.

In 1893, the total quantity exported was 21,609 pounds, of which 17,813 pounds went to the colonies and 3,796 pounds to other countries, the proportion of the latter being slightly over 17.5 per cent.

In 1898, we find that the total exports were 5,395 pounds, of which 919 pounds went to our colonies and 4,475 pounds, or 82.96 per cent, to other countries, the Argentine Republic being the largest importer. These figures show a decrease of 16,894 pounds in the case of our exports to the colonies and a gain of 679 pounds to other countries.

EXPORTS OF JUTE TEXTILES.

The only exports of jute textiles are those under the head of empty sacks, as per the following statistics:

Year.	Quantity.	Value.
	Sacks.	*Pesetas.*
1889	2,414,006	2,414,006
1890	2,620,305	2,620,305
1891	3,714,031	3,714,031
1892	4,241,800	4,241,800
1893	2,029,047	4,029,047
1894	4,461,813	4,461,813
1895	5,082,928	5,082,928
1896	2,189,794	2,189,794
1897	2,077,326	2,077,326
1898	3,680,626	3,680,626

In 1895, when the largest exports were made, 5,082,928 sacks were exported, of which 4,227,771 went to the colonies and 855,157 to other countries.

In 1898, the total exports were 3,680,626 sacks, of which 1,851,015 sacks were sent to the ex-colonies and 1,829,611, or nearly 49.70 per cent, were taken by other countries.

We thus sent 2,376,756 fewer sacks to our lost provinces, but, on the other hand, sold 974,554 more in other markets, our best customers being France, Great Britain, Portugal, and Algeria.

EXPORTS OF WOOLEN TEXTILES.

The exports of woolen textiles were as follows:

	Quantity.	Value.	
		Pesetas.	United States currency.
Average of—	*Pounds.*		
1885 to 1889	296,144	2,165,130	....
1889 to 1893	699,306	4,826,797	....
1893 to 1897	663,940	4,224,388	....
1897	539,124	8,004,418	....
1898	461,343	2,852,610	....
1899	340,073	2,086,781	$333,885
First 8 months of 1900	141,154	907,756	145,211

Turning now to the year 1894, which shows the largest exports of woolen textiles, we find that the total quantity of woolen goods of all sorts exported was 688,239 pounds, the exports to the colonies being 430,210 pounds, and to the other countries 258,029 pounds, or 37.5 per cent.

Among the different classes of goods, those chiefly exported abroad were baize cloths and other pure woolen textiles, which formed 85.85 per cent of the entire exports; then followed blankets, 50.58 per cent; knitted goods, 36.84 per cent; pure woolen cloth, 30.15 per cent; woolen cloth mixed with cotton, 36.08 per cent, and, lastly, baizes with mixture of cotton, 23.5 per cent.

The countries to which these goods were principally sent were the Canary Islands, Argentine Republic, Mexico, and other parts of America.

In 1898, the total exports of woolen textiles amounted to 461,343 pounds, of which 246,812 pounds went to our late colonial possessions.

Thus the falling off in the exports to the colonies amounted to 183,398 pounds, and the exports to other countries, amounting to 214,532 pounds, or 46.54 per cent, also show a decrease of 43,479 pounds.

The greatest loss was in the exports of pure woolen cloth. The principal foreign markets for these goods were Portugal, Mexico, Argentine Republic, France, Algeria, and African possessions.

EXPORTS OF SILK TEXTILES.

The following figures show the exports of silk textiles during recent years:

	Quantity.	Value.	
		Pesetas.	United States currency.
Average of—	*Pounds.*		
1885 to 1889	17,482	866,060	....
1889 to 1893	29,905	1,730,808	....
1893 to 1897	25,692	1,553,755	....
1897	31,028	1,425,095	....
1898	82,289	1,590,945	....
1899	22,174	1,016,970	$162,715
First 8 months of 1900	16,698	814,039	130,246

In 1894, when the exports reached their highest point, we find that 43,942 pounds of silk textiles were exported, 32,879 pounds of which went to the colonies, and the remaining 11,063 pounds, representing 25 per cent, were sent to other countries, the chief foreign exports being to our African possessions.

Turning now to the year 1898, we find that the total exports amounted to 32,289 pounds, of which only 8,746 pounds went to our lost colonies, the remaining 24,133 pounds, representing 73 per cent, going to other markets.

As will be seen, the falling off in the exports to the colonies was 24,134 pounds, while the exports to other countries showed an improvement of 12,480 pounds.

EXPORTS OF COMMON SOAP.

The exports of this commodity have been as follows:

	Quantity.	Value.	
		Pesetas.	United States currency.
Average of—	*Metric tons.*		
1885 to 1889	6,386.6	4,209,108	
1889 to 1893	8,285.3	4,743,909	
1893 to 1897	8,835.1	4,726.202	
1897	7,157.9	3,702,111	
1898	6,563.1	3,412,818	
1899	6,847.3	3,560,594	$569,695
First 8 months of 1900	4,674.1	2,430,569	388,891

Looking at the figures for 1894, when the exports were the highest, we see that these reached 10,420.3 metric tons; of which 10,302.4 metric tons were shipped to our colonies, leaving only 1.21 per cent of the total for other countries.

In 1897, the total exports amounted to 7,157.9 metric tons and those to the colonies 7,045.3 metric tons, so that only 1.55 per cent went to other countries.

In 1898, the exports reached 6,563.1 metric tons, of which 6,232 metric tons were taken by the late colonies, the remaining 331.1 metric tons sent to other countries representing 5.05 per cent of the entire exports.

EXPORTS OF BOOTS AND SHOES.

	Quantity.	Value.	
		Pesetas.	United States currency.
Average of—	*Pounds.*		
1885 to 1889	1,758,739	12,764,157	
1889 to 1893	2,935,136	21,301,907	
1893 to 1897	3,039,336	24,972,315	
1897	2,563,826	23,258,880	
1898	1,235,542	8,967,008	
1899	2,120,420	15,378,976	$2,460,636
First 8 months of 1900	1,635,487	11,869,632	1,899,141

The year 1893 shows the largest quantity exported, the total being 3,625,161 pounds, Cuba having taken 2,955,593 pounds; Porto Rico, 538,385 pounds, and the Philippines, 86,822 pounds, altogether 3,580,777 pounds, leaving only 44,383 pounds for other countries, or a little over 1 per cent. In 1898, 1,235,542 pounds were exported, 686,590 pounds going to Cuba, 239,933 pounds to Porto Rico, and 146,908 pounds to the Philippines, 1,083,431 pounds in all, while the balance of 152,111 pounds which went to foreign markets represents 12.31 per cent of the entire exports, chifly shipped to France, Colombia, Italy, Santo Domingo, Venezuela, Algeria, Fernando Po, and Germany.

EXPORTS OF FLOUR.

The figures show the following variations:

	Quantity.	Value.	
		Pesetas.	United States currency.
Average of—	*Metric tons.*		
1885 to 1889	19,676.7	6,558,743	
1889 to 1893	18,919.7	6,290,885	
1893 to 1897	31,705.6	11,940,362	
1897	49,640.6	19,856,251	
1898	15,975.4	6,549,953	
1899	1,610.3	660,253	$105,640
First 8 months of 1900	1,386.6	568,517	90,963

The largest exports were made in 1897, when a total of 49,640.6 metric tons was reached, Cuba accounting for 47,250.6 metric tons, Porto Rico for 1,362.5, and the Philippines for 17.9—in all 48,581.2 metric tons for the colonies, which leaves an insignificant quantity for other markets, among which must be included our African possessions and the Canary Islands.

In 1898, the quantity of flour exported was only 15,975.5 metric tons, of which 14,025.01 metric tons went to Cuba, 172.6 metric tons to Porto Rico, and 2.45 metric tons to the Philippines, aggregating 14,200 metric tons to the aforenamed islands, the slight increase in other exports of flour being accounted for by what was sent to the Canary Islands, Ceuta, and Melilla.

In 1899, exports in this line to our late colonies ceased entirely.

OTHER EXPORTS.

Exports of wax and stearin candles.

Year.	To colonies.	Total exports.		
		Quantity.	Value of total exports.	
			Pesetas.	United States currency.
	Metric tons.	*Metric tons.*		
1889	1,071.3	1,074.3	1,772,654	....
1890	1,235.5	1,240.1	2,046,165	....
1891	1,415.7	1,442.2	2,346,739	....
1892	1,574.4	1,579.7	2,606,516	....
1893	1,529.5	1,535.3	2,533,407	....
1894	2,158.1	2,168.2	4,228,107	....
1895	1,501.1	1,507.7	2,487,757	....
1896	1,888.8	1,895.1	3,127,006	....
1897	1,500.9	1,507.9	2,488,096	....
1898	834.7	873.6	1,441,537	....
1899	613.4	620.1	1,023,908	$163,728
1900	....	836.0	1,379,415	220,706

Exports of cigarette paper.

Year.	To colonies.	Total exports.		
		Quantity.	Value of total exports.	
			Pesetas.	United States currency.
	Metric tons.	*Metric tons.*		
1889	259.6	1,198.6	3,595,338	....
1890	303.3	1,280.3	3,241,119	....
1891	260.7	1,077.2	2,585,169	....
1892	429.9	1,722.1	4,133,145	....
1893	505.9	1,236.0	2,966,458	....
1894	566.8	1,422.0	3,415,238	....
1895	630.9	1,614.7	3,875,455	....
1896	781.3	2,032.7	5,285,072	....
1897	635.8	1,662.1	4,155,452	....
1898	589.4	1,727.9	4,147,061	....
1899	470.5	1,775.5	4,083,689	$653,390
1900	....	1,243.4	2,859,871	457,579

Exports of common wine.

Year.	Colonies.		Total exports.			
	Hectoliters.	Gallons.	Quantity.		Value.	
			Hectoliters.	Gallons.	Pesetas.	United States currency.
1889	482,727	12,743,993	8,405,830	221,913,912	252,174,901	....
1890	489,645	12,926,628	9,197,686	242,818,910	275,930,595	....
1891	532,431	14,056,178	11,081,540	292,552,656	277,038,515	....
1892	583,343	15,400,255	6,543,898	172,758,907	117,790,178	....
1893	646,347	17,063,560	5,019,659	132,518,997	75,294,886	....
1894	579,072	15,287,500	3,971,425	81,085,620	63,542,807	....
1895	515,993	13,622,415	5,202,142	137,336,549	104,042,842	....
1896	432,680	11,422,752	6,559,118	173,160,715	131,182,360	....
1897	456,232	12,044,525	5,250,067	138,601,769	115,501,486	....
1898	332,736	8,784,230	6,305,629	166,468,605	126,112,579	....
1899	292,729	7,728,045	4,794,081	126,563,738	95,881,623	$15,341,060
1900	....	....	2,851,622	75,282,820	57,022,440	9,123,590

Exports of wine in pipes.

Year.	Colonies.		Total exports.			
	Liters.	Gallons.	Quantity.		Value.	
			Liters.	Gallons.	Pesetas.	United States currency.
1889	6,645,717	1,755,632	48,283,526	12,755,300	19,313,410	....
1890	7,489,896	1,978,643	55,219,273	14,587,801	22,087,709	....
1891	8,519,881	2,250,739	59,114,879	15,616,673	23,645,950	....
1892	8,407,051	2,220,932	47,405,800	12,523,452	18,962,320	....
1893	9,396,519	2,482,325	38,814,606	10,253,848	15,537,843	....
1894	8,864,259	2,341,715	35,008,904	9,248,477	14,003,561	....
1895	7,770,806	2,052,853	31,267,549	8,260,104	10,630,967	....
1896	7,311,889	1,931,618	37,072,692	9,793,678	12,604,715	....
1897	6,780,744	1,791,303	40,663,392	10,742,251	13,825,553	....
1898	4,480,390	1,183,607	43,828,131	11,578,296	14,901,564	....
1899	4,171,451	1,101,993	32,128,430	8,487,528	10,923,666	$1,747,786

Exports of playing cards.

Year.	Colonies.		Total exports.			
	Kilos.	Pounds.	Quantity.		Value.	
			Kilos.	Pounds.	Pesetas.	United States currency.
1889	109,589	241,600	196,170	432,476	117,020	....
1890	98,435	217,010	197,302	434,972	986,510	....
1891	116,649	257,164	155,602	343,040	778,010	....
1892	112,488	247,911	147,074	324,239	735,370	....
1893	138,231	304,744	193,217	425,966	966,025	....
1894	81,641	179,986	158,307	349,004	474,921	....
1895	93,208	205,486	158,462	349,345	792,310	....
1896	115,260	254,102	161,559	356,173	807,795	....
1897	139,548	307,648	183,981	405,605	919,905	....
1898	62,395	137,556	123,555	272,389	525,108	....
1899	83,812	184,772	123,486	272,239	548,588	$87,774
1900	....	....	84,748	186,835	381,366	61,018

RÉSUMÉ OF THE EFFECTS OF THE LOSS OF THE COLONIAL MARKET.

The foregoing statistics enable us to follow the course of the exportation of the principal products sent to the colonies, marking the effect of the changes caused by the different United States tariffs and finally by the loss of the colonies.

The two industries that have suffered most are those connected with cotton and with flour, nearly the whole of their large production having been sent to that market. The cotton trade had its most profitable year in 1897, which immediately preceded the loss of the colonies; the following year its exports were reduced to a half, and although there are signs that efforts are being made to open up other markets, the results are slow and costly; meanwhile, the spindles that prepared those 4,000,000 kilograms (8,818,400 pounds) and the looms that wove the output of those spindles for the colonial market must remain idle or manufacture for home consumption, causing overproduction, which has always been the cause of crises.

Among the various branches of the cotton trade, knitted goods are those that best hold their ground, finding their way to almost every market in the world.

After having been unable to export any flour to Cuba during the time that the commercial agreement with the United States was in force, when it lapsed in 1894 this branch of industry resumed its exports, which reached the highest figures in 1897, falling to one-third in the following year, and disappearing altogether after the treaty of Paris. To-day the flour mills, with their excellent machinery, which furnished these exports, are no longer necessary, their output causing overproduction, from which the trade suffered severely last year.

Ropes and twines show diminishing exports from 1893, due partly to the commercial arrangement with the United States and partly to the war which broke out in 1895.

The war was also responsible for the decline in the exports of woolen goods, linens, and silks, which have fallen steadily and brought about a general crisis in these branches of trade, more especially in woolen, hemp, and linen manufactures. Silks were never exported in great quantities to the colonies, and during recent years new markets have been opened.

Linen textiles having accredited marks and specialties are able to hold their own in the Cuban market.

Since 1895, owing to the destruction of the sugar crops in the island, the exports of empty jute sacks to Cuba have suffered heavily. It is to be noted, however, that manufacturers have endeavored with some success to secure a share of the trade in other markets.

Boots and shoes, which represented our largest exports to Cuba, have since 1893 been met by the American competition, and during the past two years the exports have declined considerably. In 1898, the exports fell to nearly a third, but doubled themselves in 1899 and show signs of this year reaching an even higher figure. In the year 1893, this industry may be said to have been entirely dependent upon the colonial market, while in 1898 it had by dint of energy and perseverance obtained a footing in other markets, developing at the same time the home trade.

What we say of the boot and shoe trade is applicable also to the manufacture of barrels, the exports of which to the colonies fell to one-half after the outbreak of war. Owing, however, to the rate of foreign exchange and to cheap labor, this industry has been able to find ample compensation elsewhere for the loss of its colonial market.

The exports of common soap, which reached their highest figures in 1894, have been maintained, though to a slightly reduced extent.

Although the exports of canned food stuffs to the colonies have diminished, the total exports have not suffered, as they have found other outlets.

Common wines show diminishing exports since 1893, having fallen to one-half, with every indication of a further decline.

The trade in sausages, having been restricted to the colonies, is unable to compete with United States products, and is dying out.

The exports of stearin candles have steadily lessened since 1894, until they are now less than half of what they were, and will probably still further decrease, owing to the American competition.

Cigarette paper has been exported in diminishing quantities since 1896, its present best market being Mexico, as it was formerly. Our general exports kept up to the average for the five years prior to the war. In 1898, Mexico took twice the quantity we shipped to the colonies.

Playing cards attained their maximum exports in 1897, in spite of the war, but have since then steadily declined, not only with regard to the colonies, but also to other markets, which is due to the fact that playing cards are now manufactured in many parts of America.

We do not mention several other products, the exports of which were unimportant; but, generally speaking, we may say that all have suffered by the loss of the colonies, as is proved by the fact that the exports to Cuba, which amounted to 136,000,000 pesetas, were in the year 1898 reduced to 66,000,000 pesetas; those to Porto Rico fell from 44,000,000 pesetas to 13,000,000 pesetas, and those to the Philippines from 49,000,000 pesetas to only 27,000,000 pesetas in 1898.

CONSUMPTION OF THE HOME MARKET.

The signing of the treaty of peace in Paris was followed by a general revival in trade, which was providentially fostered by a good harvest and by the immigration of over 100,000 Spaniards with their capital; also by the fact that the year 1899 was one of universal commercial activity.

The increase in the home consumption may be seen, first, by the fact that though we exported over 8,000,000 of pesetas' worth of goods less to the colonies in 1899 than in 1897, the effects were not felt in Spain, proving that the home demand absorbed this surplus, and in the second place by the importation of raw products for manufactures having increased nearly 100,000,000 pesetas, in spite of the imports of manufactured goods having also been almost 150,000,000 of pesetas in excess of the value of those of 1898.

Unfortunately, though the present year opened satisfactorily, the serious effects of the restricted consumption soon made themselves apparent. It was of course to be foreseen that sooner or later, the disastrous consequences of the loss of the colonies to the nation's commerce would be felt. An exceptional year such as 1899 might create false hopes, and although the more thoughtful recognized the depressing prospect before us, the majority continued to increase their machinery.

The new financial measures of the Government, with the increase in taxes, have raised the cost of production, while the firmness of foreign exchanges has caused an increase in the prices of articles of absolute necessity, thus limiting the purchasing power of the poorer classes.

The two wars that Europe is carrying on in Africa and in Asia, which have caused the high freight rates, the deficiency of the United States crop, and the effects of speculation, have all tended to force up the prices of raw materials that are indispensable to manufacturers.

The following table shows the quotations for American cotton, which is that principally used by our manufacturers, as compared with those of 1898 and 1899:

Cotton quotations, Liverpool, September 6, 1900 (prices current).

America.	Medium.	Good medium.	Fine medium.	Fine.	Extra fine.	At same time in— 1898. Medium.	1898. Good medium.	1898. Fine.	1899. Medium.	1899. Good medium.	1899. Fine.
	d.	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*	*d.*
Lago Island.............per lb..	9⅛	10	10⅛	11⅛	21	8	8⅛	10⅛	9	9⅛	11⅛
Florida Island............do....	9¼	9⅛	10	10¼	11⅛	6¼	6⅛	7¾	7	7¼	8¼

Cardiff coal, which last year was selling at 28 to 30 pesetas ($4.48 to $4.80), is to-day being sold at 70 to 75 pesetas ($11.20 to $12) per ton.

So rapid a rise in prices has seriously affected the already depressed condition of trade, as it surprised most manufacturers at a time when they held small stocks, they having at the commencement of the season anticipated a fall in the market.

The buyers, too, have held back, as they had been led to hope they would be able to obtain the manufacturered goods at cheaper prices.

Under the circumstances, manufacturers have had to stop their machinery, because being unprovided with cotton and with their warehouses full of goods, they hesitated to buy at present prices, in view of the uncertainty of being able to dispose of their goods and of the possibility that an unexpected fall might oblige them to sell at a ruinous loss.

The scarcity of cotton has produced a remarkable fall in the price of wool, buyers refusing to operate in face of the rapid fluctuations that have occurred, a difference of 50 per cent having beeen quoted as compared with the first months of the year.

A singular phenomenon has also complicated the state of affairs. We refer to the extraordinary increase in the importation of foreign manufactures during 1899 and the first eight months of 1900. It is at first sight inexplicable that when overproduction and keen competition among local manufacturers had cheapened prices here, foreigners should have been able to increase the sale of their goods. That this is a fact is proved by the following statistics:

In 1899, cotton textiles imported from abroad were valued at 6,421,846 pesetas ($1,027,495), while the value of those imported during the first eight months of 1900 reached 6,399,212 pesetas ($1,023,874), so that if the same proportion be maintained during the remaining four months, we shall arrive at 9,598,868 pesetas ($1,535,819).

We must go back to the years preceding the reform in the tariff to find any such similar imports, for in 1898, imports only reached the value of 3,223,239 pesetas.

The same is true in the case of woolen textiles. The imports which in 1898 were 4,547,517 pesetas rose to 12,744,822 pesetas in 1899, and in the first eight months of 1900 to 8,120,466 pesetas ($2,039,172), a figure more than double that of the annual average for the five years from 1888 to 1892.

Linens and silk textiles have fared similarly, as may be seen in the statistics we publish in the first part of this report.

A careful search for the reason of this growth of foreign imports, in spite of customs duties and high exchanges, has led us to the conclusion that it is due—

(1) To the crisis in trade in other countries, obliging manufacturers to place their surplus production in any available markets, and at a sacrifice in price.

(2) To the Paris Exposition, which took to France many Spanish merchants, who placed orders there.

(3) To fancy novelties in which foreign manufacturers take the lead.

(4) To certain goods of superior quality not being sufficiently protected.

(5) To the technical improvements in foreign industries in recent years, which have doubtless helped to cheapen production.

(6) To the fact that in regard to reimbursement, the foreign firms enjoy a great advantage over the native manufacturers.

As a rule, the Spanish buyers who even decline to give a written agreement as to the correctness of the invoice sent along with the delivery of native goods, have no objection to accepting bills at ninety days on receipt of goods from abroad.

Foreigners are thus able to discount these bills and obtain at once the price of their sales, while we are obliged to allow double credit without having any document capable of being discounted. They can turn over their capital twice in the time we take to turn it over once, and they are of course able to grant a greater reduction on their prices.

MEANS FOR ARRIVING AT A SOLUTION OF THE CRISIS.

Crisis in raw materials.—We can do little to remedy this evil, which does not have its origin in this country. The rebate of the duty on cotton of 1½ pesetas[1] (24 cts.), per 100 kilos (220.4 lbs.) and of 2½ pesetas (40 cts.) per ton on coal would have little or no effect on prices, cotton being quoted as it is at 98 to 103 pesetas ($15.68 to $16.48) per 50 kilos (110.2 lbs.), and coal at 70 pesetas ($11.20) the ton. This does not, however, indicate our approval of a duty such as is levied on raw cotton, which is equivalent to an annual tax of over a million pesetas ($10,000) on cotton industries.

The present difficult situation will cease when prices become settled and can be looked upon as normal. The existing fears that prevent manufacturers from buying raw materials will then disappear, and a demand will also spring up on the part of consumers.

Short time, which was resorted to in many districts, either by suppressing night work, limiting the number of working days in the week, or reducing the hours of work in the day, contributed to allay the effects of the crisis by preventing the enforced idleness of all the operatives.

The beneficial effects of short time will be felt later on, as it will in part have counteracted overproduction, which is the principal cause of the present distress. This evil of overproduction, however, remains, and until some remedy be found its effect on trade will sooner or later again be felt.

The dearness of coal may be considered as almost definitely established, the enormous increase in consumption during the past two years, owing to the development of the metal and electrical industries, as also the increase in the number of warships and merchant vessels, making it almost impossible that coal should return to the current prices of two or three years back.

Crisis in the lack of demand.—No immediate solution to this difficulty is possible. All remedies having the maintenance of the present production in view would be slow and costly. Three ways lead to our desired goal, ways fraught with many difficulties, viz, the increase of our exports, the growth of home consumption, and the perfecting of our manufacture.

INCREASE OF EXPORTS.

A close study of our tariff will show that it was drawn solely with a view to the imports and to obtaining large receipts for the treasury, at the same time securing the home market for native products. In the whole tariff, there is not a single article that is free of duty—not even those raw materials which are not produced in Spain and which are used for manufactures; not even are those chemicals free which are required to produce fertilizers, so indispensable to agriculture. Our present position requires that our tariff be revised from the point of view of exports, allowing free entry for, or at any rate reducing the duty on, all products used by our export trade.

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[1] 1 peseta = 16 cents at present market value.

If we fail to place our manufacturers on the same footing as their foreign rivals, it is out of the question that they should be able to compete with them in the cost of production.

Among other articles that pay high duties, we may mention mineral oils, potato starch, chlorate of lime; raw cotton, raw jute, abaca, and other vegetable fibers; hair, raw wool, raw and floss silk, raw hides and skins, amber, bones, and many other products that reach our market greatly enhanced in price by the tariff.

Although the law prohibits the levying of an "octroi," or municipal tax, on raw materials used in manufactures, it has been impossible to remove the tax on mineral oils and several other articles.

Against the cheapness of production we have also the new transport duty, which imposes a tax of 5 pesetas (80 cents) per ton on nearly all raw materials imported for manufacturing purposes when brought from Europe and from Mediterranean ports, or from Africa on the Atlantic coast as far as Cape Bojador; when imported from any other country in the world, the duty is 7 pesetas ($1.12) per ton.

This tax is contrary to the extra duty which is levied on products other than European, but shipped from European ports, seeing that tallow and hides from the Argentine Republic; cotton, coal, and staves from the United States; nitrate of soda from Chile, and raw jute from India all pay less duty if imported from European depots than if bought in the original markets.

It is needless to point out how prejudicial this is to our commerce, navigation, and manufactures, to the benefit of European intermediaries.

It is absolutely necessary that this transport duty be modified and that more exceptions be made in favor of those materials used in manufactures.

Finally, there are the old-time abuses in our harbor, still further enhancing the cost of merchandise.

In this connection, we have already succeeded in partly reestablishing the autonomy of the old board, and as the principal Barcelona corporations are therein represented, we look for a speedy result of their efforts to correct abuses.

The first thing to be done is to facilitate the discharge of vessels, avoiding demurrage and the expenses of lighters for lack of quays.

At present, steamers coming from the river Plate to Europe and calling at Gibraltar for orders stipulate for a freight of about 30 francs ($5.79) per ton for all Mediterranean ports, excepting Spanish ports, for which an addition of 7 or 8 francs ($1.35 or $1.54) is exacted.

The present freight from Cardiff to Marseilles is 12½ francs ($2.41) per ton, and to Barcelona, 13½ francs ($2.60).

The following are the charges on one ton of Cardiff coal landed on the quay at Barcelona:

	Pesetas.	United States currency.
Freight	13.50	$2.16
Unloading	1.00	.16
Transport duty	[1].50	.08
Customs duty	[2]2.50	.40
Lighters	1.50	.24
Tax for building new custom-house	.10	.016
Total	19.10	3.056

[1] If from Europe, and 2 pesetas (32 cents) if from the United States.

[2] If from Europe, and 3 pesetas (48 cents) if from the United States.

In the overland carriage of coal, we have the high railway freights, as well as the lack of sufficient rolling stock, which is frequently the cause of the stoppage of work at the mines.

OPENING OF NEW MARKETS.

New markets are secured only at the cost of ceaseless efforts, and it is therefore idle to look for immediate relief in that direction, as it is impossible to improvise consumers.

Individual initiative is required to enable our products to find a sale in the world's markets, and much praise is due to the efforts being made by certain trades, such as those in knitted goods, canned edibles, soap, and fans, which are gradually working their way into foreign markets. The action of the State in this matter is restricted to obtaining advantages for our products by means of commercial treaties.

Seeing that we already have a market of our own in our ex-colonies. we should be able to retain the greater part of that trade, as we have in our favor not only the acquired tastes of the people, but also vested interests, a numerous Spanish population, and trade-marks that enjoy a certain preference.

Our present position with respect to the Antilles and Philippines is as follows: Cuba, subject to a military occupation pending the decision as to its future, grants us the same terms it does to other countries, including the United States; Porto Rico, since April 12, 1900, has applied the United States tariff to all foreign goods; and the Philippines treat us in the same way as all other countries, the United States included.

In regard to Cuba, we must watch closely the decision of its coming parliament and at once enter into negotiations as soon as its independence is recognized. Should it be annexed to the United States, which is not likely, we shall have to seek for concessions through a commercial treaty with the United States, which is what we must do to obtain concessions in Porto Rico.

With respect to the Philippines, we can only wait, seeing that according to the treaty of Paris, any advantage conceded to the United States during ten years is to be at once extended to Spain.

The first thing to be done is, therefore, to make a treaty of commerce with the United States, which might be based on our second tariff and the special concessions granted to Switzerland, Sweden and Norway, and Holland.

The granting of the second tariff to the United States (which now pays according to the first) would have the immediate effect of benefiting, among other of its products, its mineral oils, coals, minerals, staves, and machinery. Our ordinary tariff would allow these to compete with European products in several branches.

Of course, in order to extend the advantages of the treaty to Porto Rico, which is what principally interests us, we should have to grant special favors to the products of that island, particularly to coffee, which had its best market in Spain.

In arranging commercial treaties with the Spanish-American States with a view to exclusive advantages to Spain, we are met by the serious difficulty that those countries desire to retain their commercial independence, seeing that they rely upon their customs receipts for most of their revenue, and also that any concession made to us would by virtue of existing treaties have to be extended to the other European nations.

We must not forget that to secure advantages in the Spanish-American market, it is only fair that we also should grant concessions to their products, thus establishing sound commerce.

Possibly, these commercial arrangements might be aided by means of a minimum column in the tariff in favor of colonial products, which are now assessed at the same rate in the first as in the second column, and in favor of those countries that grant certain benefits in return. The immediate effect of this would be to enable us to at once come to some arrangement with Brazil, which has also two columns in its tariff and is becoming an important market for our export trade.

Italy has already done this, and if we fail to do the same, our products will be assessed in that market according to the maximum tariff.

Needless to say that lines of steamers are as important factors as commercial treaties, and must be assisted at all costs, recourse being had to those means resorted to by other countries, for it is well known that trade follows the flag.

The State, when giving subventions or bounties to steamship companies, should first stipulate that the freight rates be no higher than those of foreign State-aided lines.

Among the markets we should pay special attention to are those in the East, where Italy has found a large outlet for her commerce. So far, we have overlooked those markets, although they are large suppliers of our own.

Roumania in 1897 sent 32,800 tons to Spain, valued at 4,878,379 pesetas ($780,000), and, in 1898, 43,507 tons, valued at 5,094,113 pesetas ($815,000), while we exported nothing to that country; and it is a lamentable fact that all the imports came in foreign bottoms.

Egypt exported to Spain, in 1897, 7,469 tons (all in foreign ships), valued at 8,475,000 pesetas ($1,350,000), and, in 1898, 2,294 tons, of a declared value of 9,048,618 pesetas ($1,447,000), of which 1,053 tons came in foreign vessels; our exports to Egypt being almost nil. We apply our maximum tariff to Roumania, Servia, Montenegro, and Greece, and it is therefore only natural that they should also charge us their highest duties.

Since the 13th of June, 1900, Servia has imposed her maximum tariff on imports from Turkey, which consisted of large quantities of wines and fruit; Italy, having a commercial treaty with Servia, hopes to reap a great advantage for her commerce from this rupture.

Italy has also arranged a modus vivendi with Greece, which came into force on July 28, 1900. Spain could obtain, with little effort, the same benefits from these small Eastern States by means of reciprocity treaties, which would not endanger our manufactures (as they are backward in their industries), but would offer an opening for our wines and fruits.

PROPOSED BANK OF EXPORTATION.

What is most urgently essential is the formation of some credit establishment.

The lack of a national bank that will discount invoices isolates us and prevents our competing in the world's market, for there is no industry that can keep up the floating capital necessary for a large export trade with long credit or without fixed date of reimbursement.

Spain can not develop her resources while the present state of affairs exist. Canals and reservoirs are necessary to agriculture; railways are of vital importance, but in our opinion the most indispensable of all are credit establishments.

Banking facilities are the mainspring of commercial relations, and it is they that have opened the world's market to the commerce of the great exporting nations.

Neither commerce nor industry can prosper without discounting facilities. Our chief obstacle is the cost of production, and it is impossible to cheapen it while there is a scarcity of money and while a floating capital has to be maintained.

Abroad, the invoice is discounted on delivery of the goods and the capital can be turned over several times. Here, no one will discount, and it is never known when payment will be obtained, so that the capital can only be turned once or at most twice, and cheap sales are therefore impossible.

In the Peninsula, we have the advantage of all being of the same nationality, speaking the same language, and knowing each other, but foreign trade can not be carried on in the same way.

Credits on a large scale can not be opened at long distances, as in Asia or America, or in countries having other laws, language, and customs; nor is there any trade in the world that has sufficient capital to do this. It is therefore idle to think of finding important markets without the aid of a banking concern to facilitate finance.

The Fomento del Trabajo Nacional, being of this opinion, proposed the formation of a large bank to the board of exportation formed by the late Govennment, and the project was enthusiastically received. This society has never relaxed its efforts in this direction, being of opinion that it is the basis of foreign commerce. Our views have also been repeatedly explained to the present Government and have met with encouragement.

The undertaking must be in every respect a national one. Our wish is to facilitate the exportation of all native products, and, of course, agriculture will benefit most.

This society believes that the time has come for carrying out the scheme, not only because public opinion is in favor of it, but owing to the present difficulty of investing capital, and because therein lies a remedy for the existing crisis.

The character of our financial market is foreign to all industrial or mercantile enterprise. Manufacturers may do what lies in their power, but their money is invested in their own industries. Moreover, such undertakings call for common effort, because the initial expenses will naturally be very heavy and must necessarily absorb the greater part of the profits of the first three or four years, and Spanish capital is not sufficiently large to afford to wait.

That the scheme will eventually prove a profitable one is absolutely certain, seeing that even with trade restricted as it is at present, there is the basis for wider transactions than any one bank could undertake, however large its capital. Therefore, however painful it be to have to confess it, the cooperation of the State is indispensable.

Although such undertakings have long been established in almost every other country, they are new to Spain, and capitalists are timid, as they were in the case of railways, canals, and other works of public interest.

There is no railway or any other enterprise more profitable than the one in question. The Government can claim for it far greater public utility than for any other, however important it be. The question is a vital one and must receive attention.

GROWTH OF THE HOME CONSUMPTION.

In order to increase native consumption, it is necessary that the consumer should have ample means to meet his requirements. Prosperity brings an increased demand; by protecting agriculture, the consumption of the products of industry is fostered, and as the agricultural population is the most numerous in Spain, it is naturally in a better position to purchase manufactured goods when labor is plentiful and prices remunerative.

The first thing to be done is to reduce taxation, putting into effect the exemption conceded to vineyards attacked by the phylloxera (an exemption that so far has proved a dead letter) and to newly planted vineyards until they begin to be productive.

This is the only way by which the immense tracts of country devastated by the phylloxera can be replanted and one of the chief sources of wealth restored to the Peninsula.

At the same time, to compensate the wine growers for their losses in the colonial and French markets, we must follow the example of the neighboring Republic, which has opened large cities to the wine trade by suppressing certain dues, which have instead been imposed on liquors and other things.

We can also obtain great benefit from the free cultivation of tobacco, and by making canals and reservoirs to irrigate the districts suffering from continual drought, which will lead to increased cultivation; and for this purpose, it will be also necessary to allow free entry to the materials required in making chemical fertilizers.

TEMPORARY FREE ENTRY.

This system is in vogue in protectionist countries for the purpose of placing exporting manufacturers on the same footing as those of free-trade nations, where, of course, raw materials are not taxed.

We have a law of temporary free entry in Spain, which it may be said has never been applied, as only the temporary free importation of American black resin for soap making exists, besides that of copper cylinders use in printing, which are engraved in Spain.

As a rule, the system is regarded by our manufacturers with certain misgivings, as they fear it might injure native industry. This, however, is impossible if the scheme be subjected to careful regulation, and if all facilities be given to manufacturers interested in exportation. At any rate, it is a matter which should be carefully studied in each particular instance and the necessary safeguards found.

The entry should be granted at first to articles such as American black resin, which in no way endangers native products and offers no cause for opposition.

To meet the objections to temporary free entries, we can also have recourse to the establishment of neutral zones, or free territories, where many raw products can be manufactured or manipulated for export under more favorable conditions for competing.

The "Fomento del Trabajo Nacional" has already applied for a neutral zone at the port of Barcelona, on lines similar to those existing at other foreign ports.

REORGANIZATION OF LABOR.

The comparative studies made by manufacturers and operatives between the textile industry of England and that of Spain show positively that there the operatives, earning higher wages and working shorter hours, produce more than the Spanish operatives. The same may be said of France, Germany, Italy, and the United States—all nations that compete with us in the general market.

An Italian economist advanced the theory of the economy of high wages, which seems paradoxical. But if we compare our country with others, we find that though wages are cheaper here, which at first sight would seem to indicate cheaper cost of production, this is not the case in actual practice. Other countries pay higher wages to the operatives, but, on the other hand, thanks to more perfect machinery, to their attending to a greater number of machines, and to the fact that they devote themselves to only one specialty, foreign operatives produce far more than ours do.

Machinery that is here placed in charge of men, is there looked after by women or girls. The weavers of plain cloth there, as a rule, attend to four looms, while here they have only two under their charge.

It is as important for our masters as for our men to reach a similar degree of perfection; for the former, because they will thus place themselves on equal terms in the export trade, and for the operatives, because in this way manufacture will be kept up, wages raised, and the conditions of labor improved.

Catalonia has never proved backward in wishing to keep up with the industrial progress of other nations, but she is alive to the difficulties and dangers that are entailed by every radical change in machinery.

The conflict and unfortunate events caused by the introduction of self-acting looms are remembered by all, a conflict in which the State placed itself in opposition to the improvements desired. That experience should lead us to seek the means of conciliating the interests of both capital and labor to obtain the reform. Serious difficulties have to be met in order to render the attempt successful; firstly, the want of capital, secondly, the lack of technical personnel; and, thirdly, the difficulty of arriving at a mutual understanding with the operatives, to avoid disputes and settle the difficulties to the advantage of all.

LACK OF CAPITAL.

Calculating the value of the machinery imported from abroad since 1892 and estimating that its value must be written off in ten years, we find that our industries own foreign machinery to the value of 134,330,043 pesetas still to be amortized, as is proved by the following statistics:

Year.	Value of machinery imported.		Still to be amortized.	
	Pesetas.	United States currency.	Pesetas.	United States currency.
1892	39,483,037	....	$\frac{1}{10}$ 3,948,304	....
1893	17,947,567	....	$\frac{2}{10}$ 3,594,912	....
1894	23,343,130	....	$\frac{3}{10}$ 7,002,939	....
1895	22,095,495	....	$\frac{4}{10}$ 8,837,196	....
1896	24,389,660	....	$\frac{5}{10}$ 1,194,830	....
1897	28,330,443	....	$\frac{6}{10}$ 16,998,264	....
1898	23,608,562	....	$\frac{7}{10}$ 16,525,992	....
1899	40,905,435	$6,544,869	$\frac{8}{10}$ 32,724,344	$4,235,895
8 months of 1900	37,229,189	5,956,670	$\frac{9}{10}$ 33,506,262	5,361,002
	257,359,518	....	134,330,043	....

If we add to these figures the sum of 33,700,000 pesetas ($5,392,000), estimating the value of the machinery purchased in Spain at a quarter, we see that the capital in machinery still to be amortized is 169,000,000 pesetas ($27,040,000.)

This enormous sum forms a serious obstacle to the carrying out of reform.

If manufacturers were able to obtain facilities for discounting their sales, the floating capital at their disposal would be increased and the sacrifices they are obliged to make would be lightened; the extension of private credit, which at present does not exist in spite of the large amounts lying idle in our banks and societies, would further facilitate matters.

LACK OF TECHNICAL PERSONNEL.

It must be admitted that the operatives are right when they object to working on the same lines as the English, on the grounds that there are no capable mechanics in their respective sections to see to the regular and uniform working of the machinery and at once repair any breakdown.

In order to remove this hindrance to the reorganization of labor, we have long advocated an industrial school where the operative could obtain the technical education which constitutes the industrial strength of the United States. There, though the operative earns more than in Europe, he produces twice as much as the German and nearly three times as much as the English workman. Without such schools, it is impossible to obtain intelligent and skilled operatives or masters with the technical qualifications necessary to be able to replace their work people, or overlookers, serving as intermediaries between the engineers who conceive the ideas and the operatives who put them into practice.

NECESSITY FOR ACTING IN HARMONY WITH THE OPERATIVES.

One of the fears expressed by the operatives as a cause of their opposition to the work being reorganized is that they should be required to look after more machinery before being placed in the position necessary to make the work feasible.

They are afraid that if one mill, furnished with all the requirements for allowing a wider sphere of action to the operatives, were to start the new form of work, the other mills, lacking the necessary means, would wish to follow the same example, forcing an impossible task on the operatives by reason of the greater difficulties they would have to encounter.

We are the first to see that the reform we desire for the textile industry requires a high state of perfection in spinning, which can not be obtained without much care, and requires also that the operatives should have only to attend to the weft, so that they can watch the motion of four power looms.

Justice requires it to be acknowledged that there are few in a position to require their operatives to imitate those of other countries. But the same justice demands that the manufacturer who makes the heavy sacrifices necessary to fit up modern machinery should have a guaranty that he will not be met by organized resistance, rendering his sacrifices fruitless and hindering the progress of our industry. We are therefore in favor of the "jurados mixtos" (mixed juries) elected by industrial districts without intervention of the State, by means of which the operatives may take part in the organization of trade, seeking to harmonize the interests of the masters and those of the hands, and furthering technical improvements, without which we shall steadily fall behind foreign industries.

Up to the present, the labor unions have been merely societies of resistance, which have systematically resorted to strikes, and it is high time that, by means of "mixed juries," the operatives should exercise a direct and active influence on the course of trade, giving an impetus to industrial progress while endeavoring to increase their wages.

Apart from acting as arbiters in disputes between capital and labor, these "mixed juries" would have the task of seeing that the necessary rules and conditions of the reform in working the machinery were properly adhered to in all those mills that undertook the reorganization. They would decide what mills were entitled to carry out the reform by reason of their perfect machinery, etc., thus preventing too much being required of the operatives.

Manufacturers would be urged to place themselves on the same footing as foreign mills, knowing that once they had done this they would not meet with difficulties in obtaining a due return for their outlay.

In brief, we believe that to remedy the present depression in trade which is slowly undermining our industries, we must rely chiefly on private initiative, on united industrial effort, first requiring of the State the suppression of all vexatious hindrances, the granting of facilities, and the fostering and furtherance of private initiative.

CADIZ.

The trade of this district during the year 1900 has, on the whole, been rather below the average. Exact statistical statements are very difficult to obtain.

Shipments of low-priced wines from Jerez de la Frontera and Port St. Marys to the United States have increased, but the export to France has fallen off, particularly from the Huelva district, owing to the high duties imposed on these imports.

Shipments to Cuba and the Philippine Islands, consisting mostly of wine, olives, and olive oil from this place and Seville, have been up to the average, but exports to Porto Rico have greatly decreased.

There is a movement to have this place declared a "free port," so as to make it a depot for merchandise coming from South American countries, etc., but unfortunately, the port facilities would not justify such action. It is calculated that something like $15,000,000 would be required before any kind of accommodation for ships, places for storage, and means for handling cargo could be obtained.

Very little local capital would be available until after the trade had been fully developed.

Exports of iron ore from Seville and cupreous iron ore and copper and iron pyrites from Huelva continue on a large scale, the heavy rise in value of copper the last year making the demand for these ores very strong.

JOHN HOWELL CARROLL, *Consul.*

CADIZ, *January, 1901.*

CADIZ TRADE IN 1900.

I inclose comparative statements of the exports and imports at this port to and from the United States, Porto Rico, Cuba, and the Philippine Islands during the years of 1899 and 1900. Also, another statement of the total shipments of wine from the whole of Spain for same periods.

JOHN HOWELL CARROLL, *Consul.*

CADIZ, *February 20, 1901.*

Imports from the United States into Cadiz in 1899 and 1900.

Articles.	Unit.	1899.	1900.
Cotton	Pounds	110,971	....
	Kilos	60,836	....
Preserved beef and pork	Pounds	850,847	297,387
	Kilos	159,134	134,894
Preserved provisions	Pounds	40,787	76,328
	Kilos	18,501	34,622
Staves (oak)	Pieces	3,871,725	2,631,761
Ironware	Pounds	265	11,177
	Kilos	120	5,070
Grain and flour	Pounds	211,531	721,345
	Kilos	95,950	327,200
Machinery	Pounds	5,631	3,514
	Kilos	2,554	1,594
Sugar	Pounds	....	15,031
	Kilos	....	6,818
Corn	Pounds	....	163,035
	Kilos	....	73,952

Imports from Porto Rico into Cadiz in 1899 and 1900.

Articles.	Unit.	1899.	1900.
Sugar	Pounds	2,277	....
	Kilos	1,033	....
Coffee	Pounds	685,293	172,775
	Kilos	310,847	78,370
Spices and cocoa	Pounds	2,094	4,204
	Kilos	950	1,907
Dried fruits	Pounds	97,069	99,154
	Kilos	44,030	44,976
Silver money	Pounds	80,291	....
	Kilos	3,642	....
Hides	Pounds	13,569	11,120
	Kilos	6,155	5,044
Tobacco	Pounds	721	5,159
	Kilos	327	2,340

Imports from the Philippine Islands into Cadiz in 1899 and 1900.

Articles.	Unit.	1899.	1900.
Coffee	Pounds	37,970	7,571
	Kilos	17,223	3,434
Hemp	Pounds	50,554	132,607
	Kilos	22,931	60,150
Tobacco	Pounds	77,161	....
	Kilos	35,000	....

Imports from Cuba into Cadiz in 1899 and 1900.

Articles.	Unit.	1899.	1900.
Sugar	Pounds	121,233	147,766
	Kilos	54,991	67,026
Spices, cocoa, etc	Pounds	1,402	
	Kilos	636	
Sundries	Pounds	31,427	624
	Kilos	14,255	283
Dried fruits and cocoanuts	Pounds	4,663	54,656
	Kilos	2,115	24,792
Cereals	Pounds	2,024	
	Kilos	918	
Ironwork	Pounds	16,224	
	Kilos	7,359	
Earthenware	Pounds	1,543	
	Kilos	700	
Machinery	Pounds	820	
	Kilos	372	
Furniture	Pounds	14,021	
	Kilos	6,360	
Silver money	Pounds	43,918	
	Kilos	19,921	
Tobacco	Pounds	10,507	3,741
	Kilos	4,766	1,697
Spirituous liquor (rum)	Gallons		5,766
	Liters		21,826
Coffee	Pounds		1,100
	Kilos		499

Exports to the United States from Cadiz in 1899 and 1900.

Articles.	Unit.	1899.	1900.
Olives	Pounds	201,225	554,270
	Kilos	91,275	251,506
Drugs (licorice)	Pounds	11,023	11,155
	Kilos	5,000	5,060
Figs	Pounds		1,631
	Kilos		740
Soup paste	Pounds		1,481
	Kilos		672
Vegetables	Pounds		2,183
	Kilos		990
Silk tissue	Pounds		170
	Kilos		77
Wine	Gallons	33,275	89,036
	Liters	125,960	337,035
Corks	Pounds	3,951	
	Kilos	1,792	
Salt	Pounds	440,920	
	Kilos	200,000	

Exports to Porto Rico from Cadiz in 1899 and 1900.

Articles.	Unit.	1899.	1900.
Fans	Pounds		243
	Kilos		110
Olives	Pounds	258,412	239,669
	Kilos	117,215	108,713
Olive oil	Pounds	1,281,525	778,184
	Kilos	581,296	352,982
Spirituous liquors	Gallons	107	957
	Liters	404	3,623
Sausages, etc	Pounds	66,687	9,797
	Kilos	30,249	4,444
Cork squares	Pounds		3,670
	Kilos		1,665
Corks	Pounds		2,255
	Kilos		1,023
Dried fruits	Pounds	846,818	185,091
	Kilos	384,112	61,277
Chick-pease	Pounds	187,127	
	Kilos	84,880	

Exports to Porto Rico from Cadiz in 1899 and 1900—Continued.

Articles.	Unit.	1899.	1900.
Garlic and onions	Pounds	187,691	75,274
	Kilos	85,136	34,144
Soap	Pounds	1,124	1,775
	Kilos	510	805
Playing cards	Pounds	....	516
	Kilos	....	234
Potatoes	Pounds	....	324,169
	Kilos	....	147,042
Soup pastes	Pounds	....	4,328
	Kilos	....	1,963
Preserved fish	Pounds	10,692	24,008
	Kilos	4,850	10,890
Saffron and red pepper	Pounds	11,213	1,710
	Kilos	5,086	780
Vinegar	Gallons	1,450	197
	Liters	5 491	745
Wine	Gallons	11,297	6,989
	Liters.	42,763	26,455
Iron and steel	Pounds	3,345	....
	Kilos	1,517	....

Exports to the Philippine Islands from Cadiz in 1899 and 1900.

Articles.	Unit.	1899.	1900.
Olives	Pounds	32,595	68,382
	Kilos	14,785	31,018
Olive oil	Pounds	283,723	244,221
	Kilos	128,696	110,778
Canary seed	Pounds	....	2,204
	Kilos	....	1,000
Spirituous liquors	Gallons	546	1,462
	Liters	2,069	5,533
Sausages, etc	Pounds	3,278	20,084
	Kilos	1,487	9,110
Chocolate	Pounds	....	2,403
	Kilos	....	1,090
Corks	Pounds	27,158	9,259
	Kilos	12,319	4,200
Sweetmeats	Pounds	....	1,556
	Kilos	....	706
Green fruit	Pounds	....	2,204
	Kilos	....	1,000
Raisins and figs	Pounds	....	16,907
	Kilos	....	7,669
Chick peas	Pounds	10,163	15,179
	Kilos	4,610	6,885
Vegetables	Pounds	....	4,850
	Kilos	....	2,200
Soap	Pounds	....	1,731
	Kilos	....	785
Playing cards	Pounds	14,451	40,562
	Kilos	6,555	18,399
Red pepper	Pounds	2,469	4,991
	Kilos	1,120	2,264
Vinegar	Gallons	1,089	1,776
	Liters	4,122	6,620
Wine	Gallons	22,104	181,165
	Liters	83,673	171,444
Drugs (licorice)	Pounds	895	....
	Kilos	406	....
Ironwork	Pounds	3,471	....
	Kilos	1,529	....
Stoneware	Pounds	2,392	....
	Kilos	1,085	....

Exports to Cuba from Cadiz in 1899 and 1900.

Articles.	Unit.	1899.	1900.
Fans	Pounds	....	9,381
	Kilos	....	4,255
Olives	Pounds	2,198,522	2,477,137
	Kilos	997,243	1,123,622
Olive oil	Pounds	4,833,453	5,573,787
	Kilos	2,192,440	2,528,253
Canary seed	Pounds	34,215	68,413
	Kilos	15,520	31,032
Mineral waters	Pounds	....	496
	Kilos	....	225
Earthenware	Pounds	3,726	4,288
	Kilos	1,690	1,945
Spirituous liquors	Gallons	2,196	2,905
	Liters	8,314	10,398
Candles	Pounds	....	2,359
	Kilos	....	1,070
Preserved meats	Pounds	120,951	63,314
	Kilos	54,863	28,719
Cork squares	Pounds	9,178	9,755
	Kilos	4,163	4,425
Sweetmeats	Pounds	....	9,907
	Kilos	....	4,494
Fresh fruit	Pounds	....	1,382
	Kilos	....	627
Figs and chestnuts	Pounds	1,046,034	541,609
	Kilos	474,478	245,672
Chick-peas	Pounds	1,299,001	876,168
	Kilos	589,223	397,427
Garlic, onions, and potatoes	Pounds	403,376	503,209
	Kilos	182,970	228,254
Soap	Pounds	65,245	51,186
	Kilos	29,595	23,218
Stoneware	Pounds	100,148	4,577
	Kilos	45,427	2,076
Woodwork	Pounds	....	68,541
	Kilos	....	31,090
Metal work	Pounds	39,892	28,660
	Kilos	18,095	13,000
Playing cards	Pounds	6,803	13,400
	Kilos	3,086	6,078
Soup pastes	Pounds	....	7,165
	Kilos	....	3,250
Preserved fish	Pounds	76,936	11,731
	Kilos	34,898	5,321
Vegetables	Pounds	29,136	22,302
	Kilos	13,216	10,116
Salt	Pounds	390,214	1,009,707
	Kilos	177,000	458,000
Silk work	Pounds	2,899	1,603
	Kilos	1,315	727
Glassware	Pounds	40,296	61,713
	Kilos	18,278	27,993
Vinegar	Gallons	1,507	1,203
	Liters	5,707	4,554
Wine	Gallons	153,144	184,237
	Liters	579,707	697,407
Licorice	Pounds	8,785	....
	Kilos	3,986	....
Furniture	Pounds	6,113	....
	Kilos	2,773	....
Various effects	Pounds	81,026	....
	Kilos	36,753	....

Comparative shipments of wine from Spain in 1899 and 1900.

1899.

Kind.	Quantity.		Value.	
	Hectoliters.	Gallons.	Pesetas.	United States gold.
Common wine	4,794,081	26,563,738	95,881,623	$13,711,072
Sherry and similar	47,019	1,241,302	5,642,336	806,854
Luscious wine	31,370	828,168	2,039,028	291,581

Comparative shipments of wine from Spain in 1899 and 1900—Continued.

1900.

Kind.	Quantity.		Value.	
	Hectoliters.	Gallons.	Pesetas.	United States gold.
Common wine	3,818,111	100,798,130	76,362,220	$10,919,797
Sherry and similar	44,376	1,171,526	5,325,120	761,492
Luscious wine	7,932	209,405	515,580	73,728

Difference in shipments of common wine in 1900.

	Hectoliters.	Gallons.
Decrease:		
France	904,645	23,882,628
Rest of Europe and Africa	88,976	2,348,966
Cuba and Porto Rico	8,243	217,615
America	29,619	781,941
Total	1,031,483	27,231,150
Increase:		
United Kingdom	37,072	978,700
Asia and Oceania	18,441	486,842
Total	55,513	1,465,542
Difference	975,970	25,765,608

CARTAGENA.

In calling attention to the accompanying statistics of imports and exports from this consular district, I may state that I believe the quantities of imports to be substantially correct; those of exports are probably below the true figure. Regarding values, I have not attempted to fix them, as the official valuations are arbitrary and misleading.

EXPORTS TO UNITED STATES.

The principal items of export from this district are iron and manganiferous ore. The trade is naturally of a spasmodic character, following the fluctuations of the iron market. Shipments have decreased rapidly during the last few months, and have now almost ceased.

IMPORTS FROM UNITED STATES.

The only direct importation here is pitch pine from the Southern States, but I think the trade might be largely extended if those interested would make a combined effort. By this, I mean the organization of a steamship line from New York, calling at this and other Spanish ports, at fixed intervals, say once a month, or once in every two months. It might not pay at first, but within a year it would create a considerable current of business between the two countries.

Take such articles as flour, wheat, barley, maize, starch, fecules, cheese, salt meats, salt fish, stoves, refrigerators, and hardware in general; all these things are more or less imported, and some of them would be consumed on a larger scale if they were cheaper or could be more readily obtained.

I imagine that the United States is in a position to compete in these articles, both in quantity and price, with any other producing country;

in which case it becomes a question of organization and push to secure and hold the trade. Of course, running direct steamers alone would not make business; it would be the basis, but would have to be supplemented by intelligent and continuous effort.

American exporters should send reliable men to some of the principal Spanish ports as resident agents, who would sell to the Spaniards in Spanish currency and on Spanish weights.

As an example of how trade is increased by direct communication, I will cite the case of Holland. Until a year or two ago, Cartagena had no direct steamer service with that country, and little or no business was done. Later, a monthly steamer was put on, and it never leaves Rotterdam or returns thereto without a full cargo.

COAL AND COKE.

During the last few months, several cargoes could have been sold had freight rates been lower. I have had many inquiries from consumers who were anxious to be independent of the English market, but with an average freight rate of 22 shillings ($5.31) per ton for coal no business was possible.

As a result of the high prices, the native coal mines have received a great impulse, and it appears likely that imports of this commodity will diminish considerably in the future.

The Spanish native coal trade would be much more flourishing were the railway companies in a position to handle it, but they are not. Freight rates are very high, and the rolling stock old and deficient. As an example, the newest locomotive running between here and Chinchilla (142 miles) bears the date of 1862.

COMMUNICATIONS WITH OTHER COUNTRIES.

A steamer leaves every two or three weeks for London. It calls at most of the Spanish ports, and takes about three weeks to make a trip.

Every three or four weeks there is a steamer for Liverpool, under similar conditions.

Once a month, a boat leaves for Rotterdam, and another for Hamburg.

For Marseilles, there are two or three steamers every week.

With regard to the United States, the quickest way of sending or receiving merchandise is via London, but it is too slow and too expensive to be practical. It means two freight rates, extra insurance, discharging, warehousing, and reloading, a lot of miscellaneous expenses, and probably not less than six or seven weeks employed in transit. Then, if goods arrive broken or in bad condition, nobody knows where or when it happened, and nobody is responsible.

LAWS AFFECTING AMERICAN SHIPPING.

I know of no law which affects American vessels solely because they are American; but the law of March 20, 1900, called "impuesto de transportes (transportation tax), creates a series of port charges, payable by vessels, based on the character of the goods loaded or discharged, and on the places from which they come or to which they go.

The first class covers business between Spanish ports or colonies; the second refers to trade between Spain and other European countries; while the third applies to all other countries.

The taxes in the third class are the highest. Thus a vessel bringing coal from England will pay 50 centimes of a peseta (about 8 cents) per ton, but the same vessel coming with coal from the United States would pay 2 pesetas (32 cents) per ton—just four times the amount.

HARBOR.

The harbor here is large and completely sheltered. The depth ranges from 20 to 35 feet at all times, as there are no tides. In addition to the wharves devoted exclusively to the ore and coal business, there is a large quay with about 23 feet of water, equipped with steam cranes and sheds for the handling of general merchandise.

There is no finality about the customs tariff and taxes. When changes are made, they invariably come into force from the moment that they are published in the Official Gazette; and it frequently happens that when they are promulgated, neither the government employees nor the public know what they are. Only a clever expert can tell, at any given time, what the duties and taxes will be.

EXCHANGES.

The premium on gold has fluctuated during the last few months between 25 and 32 per cent, and the present tendency is upward. There is considerable discussion in the Spanish press as to the cause of this increase; it may be attributed to the printing of an enormous quantity of unconvertible bank notes, and to the constant coining of silver money which is not worth its face value. Then foreign bonds, railroad bonds (mostly held in France), freights on shipping, etc., have all to be paid abroad in gold, and this, added to the value of the imports, probably creates an adverse trade balance.

TRADE WITH CUBA.

There being no direct steam communication between this port and Cuba, commercial transactions are very restricted. A steamer called in the spring and loaded 317 tons of dry garlic, while several vessels have taken an aggregate of about 5,600 tons of salt from Correvieja since the beginning of the year.

I may mention incidentally that I have had hundreds of applications during the last year from Spaniards, mostly young men, who were desirous of going to settle in Cuba. The majority wanted their passage paid, while a few only asked for some sure employment after they got there.

TRADE WITH THE PHILIPPINES.

A steamer calls here every four weeks en route to Manila. Exports from here are practically limited to common wine (in barrels), and shipments appear to be increasing. If they continue on the present scale, I expect they will aggregate this year double what they did during 1899.

GENERAL REMARKS.

During the present year, a new bank has been started here, called the Banco de Cartagena, with a capital of 10,000,000 pesetas.

A shipping company has recently been formed for the purpose of buying and operating cargo steamers; but I understand that in view of the present high price of tonnage, the company has decided to wait for a year or more before investing.

There are many and unequivocal signs throughout all Spain of an increasing disposition to work out the regeneration of the country through commercial and industrial channels, and although it is true that political conditions exert a strong adverse influence on the development of business in general, it is a positive fact that Spain is advancing on the road to prosperity.

The poorer classes are gradually obtaining higher wages than in the past. Their luxuries of yesterday are necessities to-day, and they consume more. All classes pay more taxes than before, and have more money available.

The spirit of association is beginning to develop. Trades unions, on a small scale, are feeling their way; there is a growing demand for better educational facilities, and the general cry throughout the country is for less politics.

JOS. BOWRON, *Consul.*

CARTAGENA, *October 22, 1900.*

Declared exports from the consular district of Cartagena during 1899.

Article.	To United States.		To Cuba.		To Porto Rico.		To Philippines.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.		*Tons.*		*Tons.*		*Tons.*	
Garlic (dried)			271¼	$20,167.37	11¼	$852.41		
Iron ore	68,876	$100,334.89						
Manganiferous ore	19,935	44,648.21						
Wine (common)							276	(1)
	88,811	144,982.60	271¼	20,167.37	11¼	852.41	276	(1)

[1] Owing to some invoices for wine having been certified in the early part of 1899 without attaching currency certificates, it is not possible now to fix the value of same in United States gold.

Principal exports from the consular district of Cartagena, during 1899.

Articles.		Quantity.	Principal importing countries.
Silver	cwt.	344¾	France.
Silver lead	tons.	64,790	England, France.
Desilverized lead	do.	8,143	Do.
Old copper and bronze	do.	82	France.
Old iron	do.	1,445	Holland, Italy.
Copper matte	do.	12	France.
Copper ores	do.	330	Do.
Zinc ores	do.	56,498	Belgium.
Lead ores	do.	263	France, England.
Iron ores	do.	668,536	England, Holland, France.
Iron pyrites	do.	1,585	France.
Ocher	do.	449	England.
Salt	do.	72,067	Norway, Sweden, Italy, Cuba.
Crude esparto	do.	29,353	England.
Manufactured esparto	do.	135	France, England.
Silk waste	do.	3	France.
Sulphur	do.	1,880	England
Crude tartar	do.	11	France.
Wool, unwashed	do.	36	Do.
Earth nuts	do.	45	Do.
Preserved and dried fruits	do.	1,304	Do.
Fresh fruits	do.	6,590	England, Algeria, France.
Dry garlic	do.	320	Cuba, Porto Rico, Philippines.
Potatoes	do.	85	England.
Sweet pepper	do.	274	Algeria, Germany.
Other food products	do.	63	Algeria, France.
Barley	do.	3,027	Belgium.
Other grains	do.	108	France.
Common wine	do.	460	Philippines.

Principal imports into the consular district of Cartagena during 1899.

Articles.	Quantity.	Principal exporting countries.
Stones and earths (mostly cement) ..... tons..	6,705	France.
Fire brick and clay ..... do....	236	England.
Paving tiles, etc ..... do....	26	France.
Table ware ..... do....	15	France, Germany.
Porcelain ware ..... do....	10	Do.
Coals ..... do....	89,121	England.
Coke ..... do....	32,665	Do.
Glass:		
Hollow ..... do....	16	France, Belgium.
Fine ..... do....	14	Austria, Germany.
Window ..... do....	26	Belgium.
Pig iron ..... do....	38	England.
Iron castings ..... do....	233	England, France, Belgium.
Crucible steel ..... do....	14	England.
Merchant iron ..... do....	125	Germany, England, Sweden.
Sheet and hoop iron ..... do....	22	Belgium, England.
Armor plate ..... do....	530	France.
Iron tubes or pipes ..... do....	81	England.
Bolts, rivets, and screws ..... do....	70	France, England, Belgium.
Nails of all kinds ..... do....	20	France, Belgium.
Tools, iron and steel ..... do....	20	England, Germany.
Manufactured wire, cables, springs, etc ..... do....	52	Germany, Belgium, England.
Anchors, chains, and machinery ..... do....	44	England, France, Belgium.
Manufactured articles (iron) ..... do....	186	Germany, England, Belgium, France.
Tin plate ..... do....	12	England.
Manufactured ..... do....	12	England, Germany.
Knives and scissors ..... do....	9	France, Germany.
Copper and bronze sheets, nails, tubes, and wire ..... do....	47	Germany, England, France.
Cocoanut and palm oil ..... do....	10	Germany.
Other oils ..... do....	8	France.
Linseed and other oleaginous seeds ..... do....	47	Do.
Varnishes ..... do....	10	England, United States, France.
Dry colors ..... do....	6	France, Belgium, Germany.
Prepared colors ..... do....	20	England.
Alkaline carbonates and caustic alkalies ..... do....	356	Belgium, England.
Chloride of lime ..... do....	177	France.
Chloride of potash ..... do....	28	Belgium.
Nitrate of potash ..... do....	38	Germany.
Nitrate of soda and sulphate of ammonia ..... do....	767	Chile, England, France, Germany, Belgium.
Chemical products unenumerated ..... do....	92	Belgium, Germany, France.
Starch ..... do....	102	Belgium, Germany.
Fecula and dextrine ..... do....	59	Germany, Holland.
Hemp cordage ..... do....	74	Belgium.
Sawn lumber ..... cubic meters..	13,591	Russia, 5,542 cubic meters; Sweden, 3,120 cubic meters; Canada, 2,329 cubic meters; United States, 2,246 cubic meters; Austria, 354 cubic meters.
Hard woods, for cabinetmakers ..... tons..	26	England, Austria.
Wooden furniture ..... do....	7	Germany.
Charcoal and firewood ..... do....	1,432	Italy.
Wall papers ..... do....	4	Germany, France.
Wrapping papers ..... do....	37	Do.
Crude esparto ..... do....	50	Algeria.
Animal greases ..... do....	61	England.
Guano and natural manures ..... do....	98	Germany, Belgium.
Artificial manures ..... do....	273	England, France, Belgium.
Intestines ..... do....	107	Argentina.
Engines, with or without boilers ..... do....	140	England, Belgium, Germany.
Locomotives and machinery for arsenals ..... do....	41	England, France.
Sewing machines and bicycles ..... do....	21	England, Belgium, United States (2,455 kilos).
Other machinery ..... do....	102	England, Germany, France, United States (1,392 kilos).
Electric-light cables ..... do....	11	Italy, England, Holland.
Salt meat ..... do....	122	United States (119,701 kilos).
Butter ..... do....	10	Denmark.
Salt cod and other similar fish ..... do....	1,618	English colonies, 930 tons; Norway, 473 tons; France, 215 tons.
Wheat ..... do....	1,515	Russia, 1,510 tons; United States, 5 tons.
Flour ..... do....	6,310	France, 6,300 tons.
Other grain ..... do....	51	France.
Leguminous seeds for food ..... do....	1,281	Morocco, 630 tons; France, 395 tons; Austria, 252 tons; Turkey, 4 tons.

Principal imports into the consular district of Cartagena during 1899—Continued.

Articles.	Quantity.	Principal exporting countries.
Cheese .... tons..	303	Holland, 298 tons.
Buttons .... do....	6	Austria, France, Italy.
Oilcloths .... do....	4	England.
Toys .... do....	3	Germany.
Coffee, raw .... do....	16	Guatemala, 13 tons.

Declared exports from the consular district of Cartagena from January 1 to June 30, 1900.

Article.	United States.		Cuba.		Philippines.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.		*Tons.*		*Tons.*	
Garlic (dried)			92½	$6,422.57		
Iron ore	92,990	$148,452.45				
Manganiferous ore	16,292	30,922.61				
Sweet pepper			5½	414.73	[1] 4½	$34.81
Wine (common)					271	15,828.88
Total	109,282	179,375.06	98	6,837.30	271.45	15,863.69

[1] Hundredweights.

Principal imports into the consular district of Cartagena from January 1 to June 30, 1900.

Articles.	Quantity.	Principal exporting countries.
Stones and earths .... tons..	2,660	Mostly cement from France.
Fire brick and clay .... do....	10	England.
Tableware .... do....	1½	France.
Porcelain ware .... do....	2	Do.
Coals .... do....	37,458	England.
Coke .... do....	19,511	Do.
Patent fuel .... do....	4,067	Do.
Glass (hollow) .... do....	3	France.
Broken glass (cullet) .... do....	20	Do.
Pig iron .... do....	2	England.
Iron castings .... do....	4	Do.
Crucible steel .... do....	3½	Belgium.
Merchant iron .... do....	10½	England.
Sheet and hoop .... do....	31	England, France, Germany.
Armor plate .... do....	132	France.
War material .... do....	61	Belgium.
Iron tubes or pipes .... do....	44	England.
Bolts, rivets, screws .... do....	11½	France, Belgium.
Nails of all kinds .... do....	13	Belgium.
Tools, iron and steel .... do....	3	England.
Manufactured wire: Cables, springs, etc .... do....	42	France, Belgium, England.
Steel rails .... do....	97	Belgium.
Steel bars .... do....	88	France, England.
Anchors, chains, and machinery .... do....	67	England, France.
Manufactured articles (hardware) .... do....	68	England, France, Belgium.
Iron or steel wire .... do....	5	France, England.
Tin plate .... do....	126	England.
Copper and bronze sheets, nails, tubes, and wire .... do....	2	Do.
Cocoanut and palm oil .... do....	2½	France.
Prepared colors .... do....	4	England.
Alkaline carbonate and caustic alkalies .... do....	117	England, Belgium
Chloride of lime .... do....	75	France.
Nitrate of potash .... do....	145	Germany.
Nitrate of soda and sulphate of ammonia .... do....	388	England, Germany, France, Belgium.
Chemical products unenumerated .... do....	27	England.
Starch .... do....	20	Germany, Belgium.
Fecula and dextrine .... do....	42	Holland.
Hemp cordage .... do....	6	Holland, France.
Sawn lumber .... cubic meters..	9,002	Russia, 4,157 cubic meters; United States, 2,913 cubic meters; Canada, 1,932 cubic meters.
Staves .... pieces..	2,400	United States.
Wooden furniture .... tons..	3½	Germany.

Principal imports into the consular district of Cartagena from January 1 to June 30, 1900—Continued.

Articles.		Quantity.	Principal exporting countries.
Charcoal and firewood	tons	823	Italy.
Wall papers	do	5¼	Belgium, France.
Wrapping papers	do	4	France.
Animal greases	do	2¼	Belgium.
Artificial manures	do	80	France, England, Belgium.
Engines, with or without boilers	do	16	England.
Sewing machines and bicycles	do	17	Do.
Salt meat	do	25	Do.
Salt cod and other similar fish	do	627	English colonies, 358 tons; France, 273 tons; England, 1 ton.
Flour	do	1,443	France.
Other grain	do	174	France, England.
Leguminous seeds for food	do	281	Morocco, France.
Other seeds	do	27	France.
Cheese	do	152	Holland.
Coffee	do	7	Belgium.
Potatoes	do	30	France.
Glycerin	do	32	Belgium, England.
Bran	do	20	France.
Zinc sheets	do	20	Germany.

Principal exports from the consular district of Cartagena from January 1 to June 30, 1900.

Articles.		Quantity.	Principal importing countries.
Silver	hundredweight	61¾	France.
Silver lead	tons	23,076	England, France.
Desilverized lead	do	2,897	France.
Old copper and bronze	do	39	Do.
Old iron	do	285	Italy.
Copper matte	do	30	England.
Copper ores	do	431	Do.
Zinc ores	do	12,863	Belgium, Germany.
Lead ores	do	10	France.
Iron ores	do	396,512	England, United States, Holland.
Iron pyrites	do	179	France.
Ochers	do	982	England.
Slags	do	221	France, England.
Salt	do	18,046	Norway, Sweden, Cuba.
Crude esparto	do	10,212	England.
Manufactures of esparto	do	54	France.
Silk waste	do	2¼	Do.
Earth nuts	do	150	Do.
Preserved and dried fruits	do	108	France, England.
Fresh fruits	do	5,056	England.
Garlic (dried)	do	307	Cuba.
Potatoes	do	30	England.
Sweet pepper	do	125	Germany, France.
Other food products	do	37	France.
Wine	do	350	Philippines.

CORUNNA.

Imports in 1899.

Articles.	Quantity.	Value.
Coal ...tons..	648	$33,322
Cocoa ...do....	281	82,146
Coffee ...do....	234	106,468
Cotton (raw) ...do....	449	83,744
Drugs ...do....	134	652
Fish (salt cod) ...do....	139	14,061
Hides (raw) ...do....	522	178,000
Lime and cement ...do....	4,209	34,134
Machinery ...do....	132	13,195
Maize ...do....	7,839	254,321
Marble ...do....	668	10,242
Metals ...do....	1,180	12,934
Paper ...do....	34	6,958
Petroleum ...liters..	469,635	13,722
Porcelain and glass ...tons..	85	12,587
Spirits ...liters..	867,070	57,823
Starch ...tons..	73	6,490
Sugar ...do....	1,418	140,386
Textiles ...do....	31	52,247
Timber ...do....	5,290	55,715
Oil (except olive) ...liters....	219,000	15,308
Other articles ...tons..	988	103,000
Total ...	...	1,288,205

Exports in 1899.

Articles.	Quantity.	Value.
Chestnuts ...do....	189	$4,013
Chocolate ...do....	133	77,261
Copper and metals (old) ...do....	40	5,060
Garlic ...do....	59	6,890
Grease ...do....	56	18,674
Hams and salt pork ...do....	55	21,410
Lace ...do....	5	72,990
Lobsters (live) ...number..	8,400	4,905
Nuts ...tons..	33	2,579
Onions ...do....	2,191	21,322
Oxen ...head..	525	33,210
Potatoes ...tons..	736	11,444
Provisions (canned) ...do....	108	52,552
Sardines:		
Oil ...do....	125	5,109
Packed ...do....	50	2,433
Vermicelli ...do....	297	28,504
Wine ...liters..	222,508	15,162
Other articles ...tons..	124	12,067
Total ...	...	395,585

JULIO HARMONY, *Consul.*

GIJON.

The province of Asturias, situated on the northern coast of Spain, between Santander and Corunna, is rich in mineral deposits, consisting principally of iron, coal, and other valuable ores, which are being slowly developed. The mining operations and the numerous native industries offer a profitable market for United States manufactures, such as machinery, metal work, other articles suitable for mining, etc.

COAL.

The output of the Asturian coal mines for the years 1897, 1898, and 1899 was as follows:

Year.	Quantity.
	Tons.
1897	1,168,000
1898	1,542,974
1899	1,604,028

The total output of coal in Spain during the period given is shown in the following return:

Province.	1897.	1898.	1899.
	Tons.	*Tons.*	*Tons.*
Asturias	1,168,000	1,542,974	1,604,028
Cordova	314,000	320,152	381,840
Ciudad Real	103,000	203,000	232,150
Leon	54,000	144,700	189,981
Seville	125,000	121,074	120,400
Palencia	94,000	102,900	112,400
Gerona	25,000	32,000	35,395
Burgos	500		
Total	1,883,500	2,466,800	2,676,194

The coal mined in Asturias during 1899 was 1,604,028 tons, representing 59.63 per cent of the whole Spanish output and an increase of 61,054 tons over 1898.

After meeting home consumption, the following shipments were made in 1899 to compete with British coal on the Spanish coast:

	Tons.
From Gijon	309,561
From Avilés	259,820
Total	569,381
Quantity shipped in 1898	578,608
Decrease in 1899	9,227

The prices of coal per ton, f. o. b., during 1899 were as follows:

	From.		To.	
	Pesetas.	United States currency.	Pesetas.	United States currency.
Large steam, screened	20	$3.20	25	$4.00
Ordinary	18	2.88	22	3.52
Small, washed	17	2.72	20	3.20

The average freights per ton during 1899 were as follows:

	Pesetas.	United States currency.
From Gijon and Avilés to—		
Barcelona	15.00	$2.40
Bilbao	5.50	.88
Santander	6.00	.96
Cadiz	10.50	1.68
Corunna	7.00	1.12

The production of coal in Asturias does not correspond with the great abundance of the mineral nor with the extent of the beds recently begun to be worked, for it is calculated that the mines could produce 5,000,000 tons yearly during a period of one thousand years. The coal area is estimated at 540 square kilometers (208.5 square miles), of which only an insignificant part is at present exploited, owing to want of facilities for transport and improved accommodation for shipment.

MINING.

The great spirit of enterprise, however, since the termination of the late war between the United States and Spain, shown by the formation of new and the development of existing mining syndicates and other industrial companies, leads to the hope that in the near future, the quantity of coal mined will be double that of the present output. The system employed up to a recent date has been that of surface mining, the sinking of shafts being unusual even now.

Among the most important mining syndicates may be mentioned that of the Sociedad Metalurgica Duro-Felgüera. La Felguera has been recently reformed, the capital being increased to 15,000,000 pesetas ($2,400,000).

The iron area is calculated at 145 square kilometers (55.9 square miles), 14 kilometers (5.4 square miles) alone being worked, producing in 1899, 62,000 tons. This is a decrease of 6,000 tons compared with 1898, when the output reached 68,000 tons. All of this iron, with an additional 57,712 tons from Bilbao and Santander, was utilized at the native works.

The ore in Asturias yields from 40 to 51 per cent of iron and contains a considerable proportion of silica and some sulphur, but this defect is fully compensated for by the abundance of the mineral, there being beds 5 kilometers (3.1 miles) long, with seven layers, some of which present a depth of 10 meters (10.9 yards).

These iron mines present a good opening for American enterprise and a valuable market for mining machinery. Labor is very cheap in the mining districts.

The other minerals found in Asturias, and worked in 1899, are as follows:

Mineral.	Quantity.	Value.	Destination.
	Tons.		
Antimony	48	$1,905	United Kingdom.
Blende	1,900	38,000	France.
Calamine	297	2,970	United Kingdom.
Copper	398	21,890	Do.
Manganese	520	10,330	Do.
Oxide of iron	595	8,925	Do.
Quicksilver	17	11,900	Do.
	23	16,100	France.
Sulphuret arsenic	66	10,480	Do.
Zinc	2,610	301,816	Do.

NEW ENTERPRISES.

Since the loss of the Spanish colonies, capital has been pouring into Asturias, seeking investment in commercial enterprises. It is estimated that 45 per cent of the capital employed in the trade of Cuba and Porto Rico belonged to Asturians, who are now the largest subscribers to the following new companies, besides their shares in the navigation companies cited hereafter:

Companies.	Capital.
	Pesetas.
Bank of Gijon	10,000,000
Bank Asturiano, Criedo	12,000,000
Gijon Cotton Weaving Co	2,500,000
Gijon Esparto Sack Co	1,000,000
Gijon Chicory Works	300,000
Laviada Enameled Hollow Ware, Gijon	1,000,000
Sociedad Industrial, Gijon (late Moreda y Gijon)	2,000,000
Asturian Beet-Root Sugar Works, Verina and Gijon	4,000,000
Lieres Beet-Root Sugar Factory	2,500,000
Villaviciosa Beet-Root Sugar Factory	2,000,000
Pravia Beet-Root Sugar Factory	2,000,000
Villalegre Beet-Root Sugar Factory	5,000,000

In addition, the Gijon branch of the Bank of Spain reports an increase of 19,935,044 pesetas[1] ($3,189,600) over 1898 in cash deposits without interest, which amount has been little affected by the sum of 68,000,000 pesetas ($10,800,000) subscribed to the recent conversion of the national debt.

SUGAR.

The manufacture of beet-root sugar promises to be an important industry, and should create a demand for American agricultural implements. New factories are in the course of erection and will be ready for next season. All the capital has been increased and subscribed, some of the shares being quoted at 40 per cent premium.

IMPORTS.

The imports are on the increase, as is shown by the following statement:

1899	$3,004,090
1898	1,922,200
1897	1,774,520

The remarkable increase to nearly double the value of previous years can be traced to various causes, among which may be mentioned the improved value of silver currency, briskness of trade, and the starting of many new industries, the capital for which was largely provided by Asturians, formerly residents of Cuba. Judging by the large amounts subscribed, it may be safely asserted that United States manufactures would find a wide field here to meet the requirements of the many industries yet in their infancy, provided the wants of the various branches are closely studied.

The United Kingdom takes the lead of importing countries, not, however, in virtue of her own products, but owing to the large quantities of cereals placed to her credit. These cereals are of American and Russian origin, shipped at British ports, and are valued at $647,515 in 1899.

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[1] The market value of the peseta is 16 cents.

Machinery.—In analyzing the import list for last year, we come to the important item of machinery, and the position is clearly set forth below.

Country.	1897.		1898.		1899.	
	Value.	Percentage.	Value.	Percentage.	Value.	Percentage.
United Kingdom	$171,050	57.59	$129,900	32.98	$194,840	22.43
Belgium	58,200	19.59	216,815	54.90	610,860	70.52
Germany	32,525	10.98	22,870	5.79	22,925	2.65
France	25,660	8.63	22,610	5.78	36,945	4.26
Holland	65	.02	2,540	.55	....	....
United States	9,500	3.19	....	....	1,230	.14
Total	297,000	....	394,735	....	866,300	....

Belgium continues to send the largest quantity of machinery, which consists principally of plants for beet-root sugar works, a specialty of her own.

I would strongly urge United States manufacturers to pay more attention to the requirements of this market, as it will undoubtedly prove a profitable outlet for suitable products.

Cereals.—Continuing the analysis of imports, cereals arrived in larger quantities owing to the shortness of the native crops, which, however, under the most favorable conditions, do not supply more than 40 per cent of the wants of the province. And this importation will continue to increase, as large tracts of land are being laid down for beet-root cultivation where maize was previously grown.

In 1899, 2,965 tons of cereals were imported, valued at $1,039,695, as against 20,529 tons, valued at $559,365, in the previous year.

The principal grain importers are:

Name.	Address.	Name.	Address.
Señores Hijos de Agustin Alvargonzalez	Gijon.	Don V. Balsera	Avilés.
Señores Velasco y Ca	Do.	Don M. Gutierrez	Do.
Don José Las Clotas	Do.	Señores Mesa y Muniz	Do.
Don B. D. Gil	Do.	Señores Fernandez y Ca	Do.
Don Juan Oria	Avilés.	Sra. Vda. de M. Caso	Rivadesella.

EXPORTS.

The exports in 1899 amounted to $565,010 and in the year preceding to $611,000, a decrease of $45,990, which represents principally the diminished exports to the late Spanish colonies. The annexed table shows the amounts exported to the various countries:

Country.	1897.	1898.	1899.
France	$233,265	$315,195	$315,230
United Kingdom	125,845	141,745	216,375
Belgium	22,425	8,220	11,315
Germany	....	....	4,825
Spanish colonies	242,795	139,855	....
Other countries	....	11,485	12,265
Total	624,330	611,000	560,010

The large increase in the Spanish marine tonnage in recent years has had the effect of driving out the foreign flag from the Asturian trade, and the shipping returns for 1900 will show a still further increase, as during 1899, many steamers have been bought by the following companies, recently formed:

Companies.	Capital, pesetas.	United States currency.
La Compañía de Navegación Sindicato Minera de Avilés	5,000,000	$965,000
Compañía Avilesina	10,000,000	1,930,000
Hullera Española	5,000,000	965,000
Vasco-Asturiana	10,000,000	1,930,000
Maritima Ballesteros	8,000,000	1,544,000

I am informed that the whole of this large capital has been subscribed. The shares are quoted at 3 to 10 per cent premium.

PORT IMPROVEMENTS.

The large and important harbor of Musel, in Gijon Bay, commenced in 1892, at an estimated cost of $5,200,000, when finished will undoubtedly be the finest port on the coast. Little progress has been made with the works, which is very discouraging to the interests of Asturias, as the completion of this important undertaking would mark a new era of prosperity and be the means of attracting capital and enterprise.

This new harbor would accommodate the largest vessels afloat and be the means of connecting the mines by a narrow-gauge railroad with an economical port of loading for minerals.

The Crédito Industrial Gijonés, a company recently formed for acquiring mining rights, railways, etc., with a subscribed capital of 15,000,000 pesetas, is negotiating with the Spanish Government with the object of taking over the works of the Musel and completing them in two years, with the aid of foreign contractors. United States contractors should apply to the president of the company, Don Luis Belaunde, Gijon.

TRADE OPENINGS.

The National Small Arms Factory, at Oviedo, and the gun factory at Trubia offer a constant and increasing demand for all appliances and machinery that will improve their works.

Among other industries that present a market for improved tools, machinery, etc., are the following:

Trade.	Name.	Address.
Steel works, wire nails, and telegraph wires.	Sociedad Industrial	Gijon.
Blast furnaces	Fabrica de Mieres	Mieres.
Do	Sociedad Duro-Felguera	La Felguera.
Tin-plate works	Real Compañía Asturiana	Arnao.
Glassworks	Señores Cifuentes y Pola	Gijon.
Earthenware	Señores Hijos de A. Pola	Do.

United States manufacturers should make their quotations in francs or pounds sterling, f. o. b. at Spanish ports, and efforts should be made to secure direct shipment, as the expenses of transshipment are too heavy to permit competition with European houses.

EXCHANGE.

The average rate of exchange during the year 1899 was 6 pesetas per $1, United States gold.

AGRICULTURE.

Agriculture in Asturias is very backward, in spite of the excellent quality of the soil and other natural conditions favorable to this industry.

The pastures are good, but the cattle reared, in general, are of a poor breed.

The following table gives the quantities of cereals raised during the years 1897, 1898, and 1899:

Years.	Wheat.		Barley.		Rye.		Maize.		Beans.	
	Hectoliters.	Bushels.	Hectoliters.	Bushels.	Hectoliters.	Bushels.	Hectoliters.	Bushels.	Hectoliters.	Bushels.
1897	84,680	240,095	2,454	6,962	13,454	38,172	1,084,982	3,078,094	126,176	357 961
1898	112,840	320,127	5,262	14,928	48,521	137,654	433,322	1,229,368	21,666	61,466
1899	99,765	283,033	4,728	13,413	43,500	123,413	723,062	207,280	65,345	185,384

Hazelnuts are grown in abundance, and about 2,000 tons were shipped last year to the United Kingdom.

The growing of apples is on the increase, the greater part of the crop being used for cider. Champagne cider is largely made, many factories of importance devoting themselves to its manufacture.

ARTHUR LOVELACE,
Acting Consular Agent.

GIJON, *July 27, 1900.*

Return of shipping at the port of Gijon during the year 1899.

ENTERED.

Nationality.	Sailing vessels.		Steam vessels.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Austro-Hungarian			6	4,974	6	4,974
British	19	1,188	6	4,840	25	5,528
French	2	119	2	911	4	1,030
German			24	12,507	24	12,507
Norwegian	3	379	5	1,494	8	1,873
Spanish	922	39,224	1,225	266,753	2,147	305,977
Other countries	2	353	4	4,223	6	4,576
Total	948	41,263	1,272	295,202	2,220	336,465
Total for the year preceding	823	36,354	1,158	276,646	1,981	313,000

CLEARED.

Nationality.	Sailing vessels.		Steam vessels.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
Austro-Hungarian			6	4,974	6	4,974
British	19	1,188	5	3,256	24	4,444
French	2	119	2	911	4	1,030
German			24	12,507	24	12,507
Norwegian	3	379	5	1,494	8	1,873
Spanish	905	38,289	1,216	264,773	2,121	303,062
Other countries	2	353	4	4,223	6	4,576
Total	931	40,328	1,262	292,138	2,193	332,466
Total for the year preceding	817	36,075	1,158	275,986	1,970	312,011

Return of principal articles of import to Gijon during the years 1898 and 1899.

Articles.	1898.		1899.	
	Quantity.	Value.	Quantity.	Value.
	Tons.		*Tons.*	
Acids	¼	$80	½	$100
Bacon and lard	94	12,030	314	46,960
Bricks, fire	1,346	20,190	2,127	30,880
Clay, sand, and flint	3,336	45,040	3,185	45,970
Cement	2,966	20,185	2,726	21,105
Codfish	112	12,880	67	7,810
Cocoa	249	74,706	233	76,920
Cereals	20,529	559,365	29,695	1,069,695
Coffee	135	58,725	142	60,015
Cheese	19	4,750	15	4,865
Fish roes and skins	112	15,105	342	33,190
Glassware	10	3,860	34	12,435
Iron and metal work	2,116	253,920	1,834	193,785
Machinery	1,476	394,735	2,981	866,900
Manures (artificial)	1,808	23,285	3,557	57,665
Oils	87	4,815	43	7,805
Paints	40	4,400	146	15,375
Pitch and tar	8,164	89,805	13,060	125,740
Petroleum and mineral oils	215	9,675	522	27,165
Nitrate of potash	549	58,150	508	58,135
Starch	63	5,985	86	7,900
Sugar	189	14,175	29	2,000
Sulphur	31	1,130	30	1,050
Soda	861	30,135	865	30,275
Steel rails	25	750	....	....
Textiles	49	84,055	54	86,720
Wax	128	12,800	364	27,300
Wood and furniture	7,600	113,250	7,670	114,750
Other articles	204	44,245	310	55,180
Total	....	1,922,226	....	3,002,190

Return of principal articles exported from Gijon during the years 1898 and 1899.

Articles.		1898.		1899.	
		Quantity.	Value.	Quantity.	Value.
Apples	tons	267	$4,005	420	$7,350
Butter	do	29	15,950	14	7,700
Bones	do	125	2,500	95	1,510
Cider	hectoliters	3,500	31,500	862	10,410
Chestnuts	tons	589	17,670	16	410
Coal	do	220	825	1,300	4,405
Fish, preserved	do	98	37,240	56	11,905
Iron scraps	do	857	10,660	520	7,800
Meats, preserved	do	110	44,000	13	4,455
Antimony	do	....	....	48	1,905
Blende	do	....	....	1,900	38,000
Calamine	do	....	....	297	2,970
Copper	do	324	24,300	398	21,890
Manganese	do	....	....	520	10,330
Nuts, hazel	do	1,245	98,375	1,850	147,010
Oxide of iron	do	490	4,900	595	8,925
Quicksilver	do	43	34,830	40	28,000
Sulphide arsenic	do	11	1,265	66	16,480
Zinc, manufactured	do	3,700	277,500	2,610	234,900
Other articles	do	131	10,480	173	4,655
Total		....	611,000	....	560,010

Table showing total value of all articles exported from and imported into Gijon during the years 1897, 1898, and 1899.

Country.	Exports.			Imports.		
	1897.	1898.	1899.	1897.	1898.	1899.
United Kingdom	$125,845	$141,745	$216,875	$839,445	$802,715	$1,209,700
Belgium	22,425	3,220	11,315	186,170	528,895	901,600
France	283,265	315,195	315,230	160,085	251,425	286,670
Germany			4,825	162,390	117,236	124,200
Roumania				140,245	52,750	160,510
Sweden and Norway				93,790	63,340	57,595
Spanish colonies	242,795	139,355		210,465	45,560	
United States				39,840		115,220
Russia				13,820	18,840	77,290
Holland				8,100	19,550	7,000
Other countries		11,485	12,265	20,170	21,915	62,405
Total	624,330	611,000	560,010	1,874,520	1,922,226	3,002,190

Names and addresses of the principal importers and bankers in the province of Asturias.

IMPORTERS.

Trade.	Name.	Address.
General dealers in machinery, steel, iron, and metal work.	Messrs. Sheldon, Gerdtzen, and Morgan	Gijon.
	Señores Cifuentes Stoldtz & Co	Do.
	Mr. Carlos Jensen	Do.
	Messrs. Hulton & Co	Do.
Mining machinery	Don Luis Adaro	Do.
	Señores Herrero Hermanos	Sama.
	Sociedad Duro Felgueva	Do.
	Sociedad Hullera Española	Ujo.
	Sociedad del Turon	Turon.
	Carbones Asturianos	Gijon.
	Fabrica de Mieres	Mieres.
	Union Hullera	Gijon.
Agricultural implements, chemical manures.	Don Casimiro Velasco	Do.
	Sociedad Azucarera	Do.
	do	Villaviciosa.
	do	Villalegre.
	do	Lieres.
	do	Pravia.
Colonial produce and cereals	Señores Hijos de A. Alvargonzalez	Gijon.
	Don José Las Clotas	Do.
	Señores Velasco & Co	Do.
	Don B. M. Gil	Do.
	Don Juan Oria	Avilés.
	Don V. Balsera	Do.
	Don M. Gutierrez	Do.
	Señores Hernandez & Co	Do.
	Señores Mesa & Muñiz	Do.
Wood	Señores Posada & Co	Gijon.
	C. Bertrand, S. en C	Do.
	Señores Castro & Co	Avilés.
Textiles	Señores Masaven & Co	Gijon.
Wax, vegetable and mineral	Señores R. Diez & Co	Do.
	Señores Oliver Hermanos	Do.
Nitrate of potash, etc., for explosives	Sociedad "Manjoya"	Oviedo.
	Sociedad "Santa Barbara"	Do.
Material for pottery	Señores Hijos de A. Pola	Gijon.
Material for glassworks	Señores Cifuentes & Pola	Do.

BANKERS.

Name.	Address.
Bank of Spain	Gijon.
Banco de Gijon	Do.
Señores Juliana & Co	Do.
Don Luis Belaunde	Do.
Banco Asturiano	Oviedo.
Señores Herrero & Co	Do.
Señores Masaven & Co	Do.
Señores J. de Alvaré & Co	Avilés.
Señores Maribona Hermanos	Do.

MALAGA.

RAISINS.

The new crop of raisins, the outlook for which at the beginning of the year seemed unfavorable owing to bad weather, has since enjoyed such favorable conditions that a good product from the vines is almost assured, and hopes may be entertained of a yield on a par with its predecessor. It is premature, however, to give a definite opinion as to what the exportations will be. The crop is backward by ten or twelve days; hence stocks of good reliable fruit will not become available for shipments in large quantities before the latter part of September.

ALMONDS.

At the beginning of the year, strong winds prevailed, which damaged the almond trees to some extent. The crop is not expected to reach last year's production. It will, however, be large. Prices may open high, on account of the poor crop in the Balearic Islands, Alicante, and Italy.

LEMONS, ORANGES, FIGS, AND POMEGRANATES.

At this time of writing, the outlook for the lemon and the orange crops is very good. It should be superior to that of last season, both in quantity and quality. Prices will be about the same as those for 1899. The outlook for figs and pomegranates is also excellent.

PALM-LEAF HATS.

The manufacture of palm-leaf hats varies but little, the demand being always much greater than the supply.

LETTERS OF INQUIRY.

Since the first of the year, I have received and replied to an extraordinary number of letters of inquiry from merchants in the United States, through which, in many instances, they have been able to enter into relations with parties here. If merchants at home would more generally adopt the rule of addressing consular officers abroad when seeking trade or information, the result would be far better than by the use of foreign directories, where often the names of responsible, desirable, and well-known houses do not appear.

SAMPLES.

I am always glad to receive samples, provided all charges thereon have been paid; also price lists and catalogues, if in German, French, Italian, or Spanish. I desire to state that these should be printed in the language of the country for which they are intended. If printed in English and intended for countries where that tongue is not spoken, they are generally of no commercial value, involving expense to the parties mailing the same, and seldom producing results.

AMERICAN COAL, ETC.

There is an opening here for American coal, providing parties are willing to send samples, and there is little doubt that we can compete with English coal.

When we have a commercial treaty with Spain, there will be a most excellent opening for electrical supplies of all sorts, fans especially, American hams and canned goods, and many articles the product or manufacture of the United States.

R. M. BARTLEMAN, *Consul.*

MALAGA, *July 1, 1900.*

Exports declared for the island of Porto Rico.

Articles.		Quarters ended Dec. 31, 1898, Mar. 31 and June 30, 1899.		Quarters ended September, 1899, and June, 1900.	
		Quantity.	Value.	Quantity.	Value.
Aniseed	bags	35	$234.31	10	$62.29
Brooms (palm leaf)	bundles	17	19.83		
Chick-peas	bags bales	1,363 20	10,335.28	916 30	6,783.28
Cumin seed	bags	24	181.43	60	460.61
Cotton goods	cases	52	8,712.47	24	2,786.79
Grapes	barrels	228	515.91		
Nuts (walnuts)	bags	80	97.28		
Olive oil	cases	612	3,967.80	10	287.09
Preserves	do	25	81.06		
Pepper (red)	do			25	133.95
Prunes	boxes	80	27.00		
Paper (lithographed)	cases	7	584.41		
Paper	do			2	250.25
Raisins	boxes	6,433	6,788.59	555	598.25
Shoes	cases			8	41.06
Wine	unknown		49.40		
Total			31,594.77		11,303.52

Exports declared for the Philippine Islands.

Articles.		Quarters ended Dec. 31, 1898, Mar. 31 and June 30, 1899.		Quarter ended Sept. 30, 1899.	
		Quantity.	Value.	Quantity.	Value.
Brandy	cases	500	$995.20		
Chick-peas	bales bags	 114	1,016.87	15 33	$365.78
Cumin seed	do	7	45.56		
Cotton goods	cases			2	226.95
Fish (tins)	do	16	104.28		
Furniture	do	51	1,746.98		
Lentils	bags	6	31.64		
Olive oil	boxes	26	188.74	100	668.41
Paintings	do	1	55.98		
Pepper (red)	do	25	163.10	5	31.51
Raisins	do	114	861.51		
Sundries	cases	18	88.77		
Wine	unknown		3,507.08		921.75
Water (mineral)	cases			11	23.05
Total			8,800.16		2,237.45

Declared exports to the island of Cuba.

Articles.	Quarters ended December, 1898, March and June, 1899.		September quarter only, 1899.	
	Quantity.	Value.	Quantity.	Value.
Aniseed ... bags	363	$2,557.27		
Aniseed (brandy) ... cases	376	1,582.73		
Brandy ... demijohns			40	$140.68
Brandy ... cases	50	271.80		
Books ... cases	1	21.71		
Cotton goods ... cases bales	68 11	23,618.78	4 3	2,346.00
Chick-peas ... bags bales	6,324 185	51,616.42	765 10	7,015.31
Cumin seed ... bags	393	3,275.03	23	169.52
Canary seed ... do	424	1,928.25	210	1,114.86
Earthenware (unglazed) ... unknown		1,925.80		199.25
Earth (fuller's) ... bags	6	68.54		
Grapes ... barrels	482	923.29		
Garlic ... cases seroons frails	188	2,125.20	274 52	3,626.69
Lentils ... bags	57	274.51		
Marjoram ... do	6	18.52		
Medicine ... cases	2	96.55		
Nuts (walnuts) ... bags	48	170.30		
Olive oil ... cases barrels	7,606 20	50,375.17	630	4,350.56
Pepper (red) ... cases	546	1,891.76	21	130.51
Paper (lithographed) ... do	1	103.18		
Preserves ... do	80	261.82		
Potatoes (sweet) ... do	11	29.48		
Prunes ... do	2,797	1,978.22	232	179.95
Raisins ... boxes	29,763	27,408.09	3,609	3,241.57
Soap ... cases	198	742.75		
Terra-cotta figures ... do	1	75.40		
Wine ... unknown		10,877.06		1,344.16
Total		183,667.63		23,859.08

CONSULAR AGENCY AT ALMERIA.

Article.	Quarter ended Mar. 30, 1899.		Quarter ended June 30, 1900.	
	Quantity.	Value.	Quantity.	Value.
Drugs ... case	1	$243.50	1	$94.36

REPORT FROM CONSULAR AGENCY AT ALMERIA.

GENERAL OBSERVATIONS.

The year 1899 has been one of general prosperity in the province of Almeria, but nothing has taken place in the last twelve months to call for special notice or observation. The yield of fruits has been larger than in 1898, and this is especially true of grapes, the most valuable product of the district. The prices of the latter have not been quite equal to the previous year, owing, in the main, to the poorer quality of the fruit. The country is rapidly recovering from the ravages of the phylloxera, which began in 1893, and from now on a steady increase in the production of grapes may be expected.

There is a general advance movement in iron-ore shipments, and the exportation has been notably larger than for several years past. For the first time since 1890, a sample cargo of ore has been shipped to the United States.

Although Almeria has been connected with the outside world for two years and more by rail, it was not until October of 1899 that foreign mail was brought to this city by steam, the diligence continuing in use as the means of transportation. Even now, the overland coach brings letters and passengers from neighboring towns, although some of the latter are situated on the line of the Linars-Almeria road.

GRAPES.

The yield of grapes shows a pronounced increase over that of 1898, and, in fact, the number of barrels shipped to foreign countries has been exceeded only by the year 1893, when 938,405 barrels were sold abroad.

The destructive phylloxera caused a rapid decline in the product until in 1896, when the low ebb was reached. In that year, only 570,213 barrels were shipped. The transplanting of the American vine, the riparia, has been going on steadily for several years and the results are considered quite satisfactory. The phylloxera seems to have disappeared almost entirely.

The increase in the production of grapes in the past three years has been as marked as the corresponding decrease in 1894–1896. The shipments to New York, Boston, Philadelphia, Baltimore, and even as far inland as Chicago, has never been exceeded except in 1893. It is nearly double that of 1898.

Notwithstanding the splendid showing made, there is much to be desired in the quality; in truth, it may be stated that the grapes in general were very poor, indeed. This is shown by the condition in which they arrived in New York, for instance, and in one notable case it is reported the cargo was practically worthless. The grapes lacked durability and firmness, and but few appeared to have arrived at the port of destination in a perfectly sound condition. The reason for the poor quality is assigned to the great and lasting heat and the lack of rain. This brought about a curious phenomenon in the grape, which first appeared in 1898 and became, in 1899, as destructive as the phylloxera. It is rather difficult to state exactly what the destructive agency is, but, in brief, it may be described as a sort of a fly which hatches eggs on the grape, and these in the course of time produce worms. The worm, for the lack of a better designation, is not microscopic, but can be easily traced under a thin skin of the fruit. The black spot seen on the grapes this year can be attributed only to this worm. This spot appeared just as the grape was ripening, turning to its rich, golden color, and, of course, there was no help but to pick the fruit at once.

The disasters of this year may never be repeated, or at least for many years, if the climatic conditions are favorable to the growth and harvesting of the grape crop as well as of the other fruits of this province.

The sales in general were not altogether satisfactory or profitable, but, on the other hand, many shippers sold at excellent prices, and in some cases where the grapes were not sound, the values realized were claimed to be good. The earlier grapes go to English markets, since their durability is not sufficient for the long trip of from fifteen to eighteen days across the Atlantic. The shipments for the States begin, as a rule, early in October. This year, however, was a notable exception. The London prices were very poor, and in consequence, the exporters sought an outlet in America. At the end of September, nearly 35,000 barrels had been sent, chiefly to New York—fully double the number of other years for the same period. The prices in England continued poor through October, and this accounts in a great measure for the enormous shipments to the United States. The number of barrels sent by transshipment was unusually large, due, perhaps, to the great scarcity of ships. Many exporters in Almeria prefer transshipments, because it is thought the grapes arrive in port in better condition. At one time, about the middle of October, there were fully 75,000 barrels awaiting direct boats for New York. Such a congestion in grapes destined for one market has never before been known here.

It is rather dangerous to make conjectures as to the probable crop of grapes for 1900, but it might be well to state what the exporters here anticipate, providing, of course, that the atmospheric conditions are favorable. The transplanting of vines, the increasing of the parrales, ought, according to conservative estimates, bring the number of barrels up to 1,000,000, at least 150,000 in excess of 1899. This being true, fully one-fifth of that quantity is likely to find a market in the United States.

MINERALS.

In the table annexed may be seen the mineral statistics of Almeria for the past ten years. The increase in the exportation of iron ore since 1895 has been marked, and it is possible that considerable ore may be shipped to America during the coming year.

The export of iron to the United States began many years ago, the first shipper being M. Baron, late British vice-consul. His mines were later transferred to the Sierra Alhamilla Mining Company, which constructed a narrow-gauge road to the mines and carried on the business for some years, shipping considerable quantity to America. This company was again transferred to Messrs. Bonner & Co., who, however, traded exclusively with England. Their failure caused all export trade in iron ore to be discontinued for the years 1894 and 1895. At present, the ore from the Sierra Alhamilla is being shipped to England by a new company. The ore of the above-mentioned mine is the cleanest in the province and contains but little phosphorus, being under the usual guaranty of 0.040, and averaging 52 per cent iron and 1½ per cent manganese.

Another important company is the Portman. The managers have shipped considerable quantities of micaceous ore, containing 58 per cent iron, acceptable to a few smelting works only. Of late, this company has acquired other mines and continues to ship to England. Other new companies have exploited several mines in this province, but have done little or nothing toward their development.

In a general way, all the iron ore of Almeria may be said to contain over 50 per cent iron, but the majority is unclean, containing arsenic, phosphorus, and sulphur, and but little sal, the siliceous matter, however, not being objectionable.

The argentiferous ores come chiefly from Cabo de Gata, and up to 1892, were smelted by Cumillo & Co., who, however, failed, and since then these ores have been shipped to Mazarron and Carthagena for smelting. At present, argentiferous ores are extracted in the Berja district, but owing to the bad working of the mines, their output has decreased to such an extent that only one work smelts from two to three months in the year. The price is arranged in advance with the English market, both as to lead and silver, after deducting the cost of smelting, freight, etc.

The production of copper ores is insignificant, owing to the poor ores, of 3 to 5 per cent, not being able to support the cost of transportation and the mines yielding higher percentages being mostly in false ground of uncertain output.

There exist good deposits of sulphur ores, unworked, however, for want of energy and capital. The mines of Buen Viento Carri, rich in quality and quantity, with reducing furnaces, have produced almost all the sulphur (refined) shipped for years past, but owing to the fall in prices, the output has been curtailed in the last few years. Most of the sulphur is shipped to France.

The zinc or calamine ore trade is controlled by two or three companies. The crude ore contains only 30 per cent. The shipments vary from 1,500 to 2,000 tons per annum, the bulk going to Antwerp. The price, free on board, is 7 pesetas for 30 per cent, with 50 centimes (about 10 cents) per unit above the 30 per cent. The quantity in this district is limited.

The argentiferous pig lead ceased to be exported from Almeria about seven years ago, owing to the failure of the company. From Garrucha, a nearby seaport, about 10,000 tons are shipped annually.

Shipments in 1899.—During 1899, the amount of iron ore shipped has doubled, and the prospects for another year are excellent. Of the 179,860 tons exported, England received 142,250; Holland 33,210, and the United States 4,400.

All the calamine ore was shipped to Antwerp, the total tonnage being 2,350.

Two hundred and sixty tons of salt went to Pernambuco.

NEW TAX.

The Spanish sanitary authorities have placed a new tax on bills of health, which went into effect February 1, 1900. The tax, in tabulated form, may be noted in annexed schedule.

IMPORTS.

Nearly all the imports come here from other ports in Spain, notably from Barcelona. The exceptions are coal and timber. Of coal, 13,000 tons were imported, and of timber, 2,500 cubic meters.

ALGAR E. CARLETON,
Consular Agent.

ALMERIA, *July 1, 1900.*

Export of fruit from Almeria for year ended December 31, 1899.

Number of vessels.	Port of destination.	Barrels of grapes.			Oranges.	Almonds.	Melons.	Pears.	Tomatoes.	Pomegranates.
		2 arroba.[1]	1 arroba.	One-fourth arroba.						
					Cases.	*Boxes.*	*Cases.*	*Cases.*	*Cases.*	*Cases.*
45	Liverpool	[2] 311,968	1,670		2,147	49				
36	London	159,830	550		10,304	12,281	21			
21	Glasgow	93,673	155		143				40	
14	Hull	65,816	314		77	107				
11	United States	144,377	1,098	26		48				
10	Barcelona	256	947							
6	Hamburg	17,750			44	15	251	86		
6	Baltic	9,889	171	25			235			25
5	Malaga	139	150							
4	Newcastle	13,104			100					
4	Bristol	12,110	52							
1	St. Petersburg	3,000	20		95		275			
	Manchester	2,000								
	Total	833,862	5,123	51	12,910	12,500	782	86	40	25
	Totals for 1898	656,580	9,150		11,967	9,062	592			427

[1] 1 arroba=25.36 pounds.
[2] Includes grapes shipped to Boston, Philadelphia, Baltimore, and Chicago.

Statistics of minerals exported from Almeria since 1889.

Years.[1]	Lead ore.	Copper ore.	Sulphur.	Zinc.	Argentiferous ore.	Bar lead.	Iron ore.	Total.
1889-90	1,051		5,252	655	4,343	80	4,000	15,281
1890-91	1,560	1	5,598	1,812	4,425	1	7,945	21,342
1891-92	1,815		3,581	2,445	221	214	4,245	12,521
1892-93	2,093	28	3,673	871		1	1,300	7,966
1893-94	1,995	78	3,553	1,258				6,884
1894-95	1,097	21	1,014	1,593		60		3,785
1895-96	1,342		1,611	1,240			29,961	34,154
1896-97	2,619	33	1,149	736			74,855	79,392
1897-98	1,302	352	1,491	715		1	83,484	87,345
1899[2]							179,860	179,860
	14,874	413	26,922	11,825	8,989	357	285,650	348,580

[1] These statistics are from June to June—the Spanish financial year.
[2] Figures from June 1898 to January 1, 1899, not available.

Movement of shipping at the port of Almeria for the year ended December 31, 1899.

Nationality.	Entered.		Cleared.	
	Number of vessels.	Tons.	Number of vessels.	Tons.
Spanish	929	454,966	929	454,966
British	168	163,007	167	162,845
Norwegian	27	12,873	27	12,873
French	4	1,780	4	1,780
Swedish	8	7,673	8	7,673
Danish	3	2,115	3	2,115
Portuguese	5	614	5	614
Austro-Hungarian	2	2,912	2	2,912
German	7	4,434	7	4,434
Italian	26	35,301	26	35,301
Russian	2	711	2	711
Belgian	2	2,787	2	2,787
Greek	2	2,925	2	2,925
Dutch	1	510	1	510
Men-of-war and yachts	11	39,864	11	39,864
Total	1,197	732,472	1,196	731,810
Totals for 1898	1,180	638,551	1,180	638,551

Fees for bills of health and visé.

Large steamers for coastwise trade.	European seas, Canaries, colonies of Gulf of Guinea, and West Africa.		Other seas.	
	Bill of health.	Visé.	Bill of health.	Visé.
	Pesetas.	*Pesetas.*	*Pesetas.*	*Pesetas.*
Up to and including 100 tons	2.50	0.50	....	....
From 101 to 300 tons	5.00	1.00	10.00	2.00
From 301 to 500 tons	10.00	2.00	15.00	3.00
From 501 to 1,000 tons	15.00	3.00	20.00	4.00
From 1,001 to 2,000 tons	20.00	4.00	30.00	6.00
From 2,001 to 3,000 tons	25.00	5.00	40.00	8.00
3,001 tons and upward	30.00	6.00	50.00	10.00

COMMERCIAL REPORT FOR 1898.

Inasmuch as no commercial report was made for the province of Almeria for 1898, I append the following tables without comment:

EXPORTS.

Articles.	1897.		1898.	
	Quantity.	Value.	Quantity.	Value.
Almonds ... cases	13,726	$54,904	9,052	$60,111
Calamite ... tons	....	....	2,000	....
Chestnuts ... sacks	....	....	771	2,754
Esparto ... tons	20,178	383,382	17,300	336,761
Grapes ... barrels	661,968	1,985,904	658,530	1,153,706
Grapes ... half barrels	....	....	9,150	9,596
Iron ore ... tons	157,632	315,264	135,000	275,930
Melons ... cases	....	....	592	647
Oranges ... boxes	14,370	35,925	11,967	27,203
Pomegranates ... cases	....	....	427	729
Total	....	2,775,379	....	2,867,437

IMPORTS.

Coal ... tons	15,659	$75,168	14,430	$70,564
Patent fuel ... do	....	....	4,331	21,217
Steel railway bars	....	....	156	....
Timber ... cubic meters	3,321	33,210	1,850	18,006
Oak staves ... pieces	195,000	48,750	....	....
Total	....	157,123	....	109,787

Movement of shipping at the port of Almeria for the year ended December 31, 1898.

Nationality.	Entered.		Cleared.	
	Number of vessels.	Tons.	Number of vessels.	Tons.
Spanish	885	426,179	885	426,179
British	191	183,125	191	183,125
Norwegian	22	10,072	22	10,072
French	9	4,582	9	4,582
Swedish	4	3,488	4	3,488
Danish	4	2,080	4	2,080
Portuguese	4	420	4	420
Austro-Hungarian	3	2,159	3	2,159
German	3	1,475	3	1,475
Italian	2	1,825	2	1,825
Russian	2	1,516	2	1,516
Belgian	1	1,630	1	1,630
Total	1,130	638,551	1,130	638,551
Totals for 1897[1]	239	227,605	239	227,605

[1] Spanish coast steamers not included.

ALGAR E. CARLETON, *Consular Agent.*

ALMERIA, *July 1, 1900.*

MALAGA: TRADE IN 1900.

The calendar year 1900, commercially considered, has not been a satisfactory one in the consular district of Malaga, which is composed of the three large provinces of Malaga, Almeria, and Granada, with a total population of 1,398,053. The principal—in fact, the only important seat of trade in the district is the city of Malaga, which is Spain's second Mediterranean seaport in size and importance. In speaking of the year 1900 as an unsatisfactory one, reference is not had particularly to Malaga's trade with the United States, for indeed exports thither have been slightly in excess of the preceding year, but the usually large raisin and almond traffic with central Europe was far below the average, and, what is worse still for the merchant exporters, much of the business this year was done at a loss, as is explained hereafter in this report under the subheading of "A fantastic raisin season."

OLIVE OIL.

Malaga's trade in olive oil this year—that is to say, her trade in the oil that is now being pressed from the olive crop of this year for exportation in 1901—will be largely reduced—about 50 per cent, indeed—because of the almost complete failure of the olive crop in the provinces of Jaen and Cordova and because of the largely reduced crops in the provinces of Malaga and Seville. In a good year there are exported from Malaga—principally to Russia and England—about 2,000,000 arrobas (27,739 tons) of oil, at an average value of $1.58 an arroba of 25 pounds. It is probably not very well known in the United States that Russia's large demand for Spain's cheap olive oil is created by the religion of the country, which requires that olive oil shall be burned in the lamps that are used for illuminating the images of saints in nearly every Russian house.

It should be stated in this connection, that the failure of the olive crop this year was due to three causes—first, to lack of rain in the summer months; then to heavy winds, which blew the olive buds off the trees in great quantities, and finally to worms, developed in the fruit from the eggs of a certain fly that often infests the olive groves of Spain.

A FANTASTIC RAISIN SEASON.

The fruit or raisin season, from August to November, was unique as regards fluctuations in values, and, if the general gossip of the market may be believed, the most unsatisfactory in the memory of the oldest dealer in muscatel raisins and almonds.

The cutting of grapes for drying purposes usually commences about the first of August and continues about six weeks. The season of 1900 was some ten days later than usual, and the crop promised to be the largest known for fifteen years.

It is customary among the raisin men to call a meeting of the largest producers and local speculators, when the earliest raisins are marketed, for the purpose of fixing the opening prices of the respective classes and grades—some twenty in number. Merchant exporters are not invited to take part in this formality, a fact which may account for some of the curious features of the recent season. The opening prices are usually the highest, the tendency of the market being always to decline.

In fixing prices this season, the raisin men appear to have overlooked the shortage, supposed to reach 75 per cent, of the currant crop of Greece, and a smaller one of the sultana crop of Turkey, as well as the lateness of their own crop, which would thus be rendered liable to damage from the usual rains at the end of September. Opening prices were from $2.68 (United States gold) for the finest clusters per box of 22 pounds to 7½ cents for the so-called seedless muscatels. Many merchants seem to have been as ignorant of the shortage further east as were the raisin men, as is evidenced by the fact that as soon as opening prices were fixed, European and other importers of raisins were deluged with offers from Malaga, and a large percentage of the prospective crop was sold by Malaga merchants to their clients in Germany, Sweden, France, England, and elsewhere during the last half of August for September and October shipment, before any raisins were actually cured and even before a single contract had been made between the merchants and the raisin growers or local speculators. This action of the merchants is explained by the fact that the opening prices were from 25 to 40 per cent higher than usual, and that the tendency of the market has heretofore been invariably downward after the opening. But as the prices of sultanas and currants were extraordinarily high, much higher even than the unusually high opening price of Malaga muscatels, a very heavy demand for Malagas set in and continued, and all supplies were eagerly taken up as fast as received until the 15th of September, when heavy rains began to fall and lasted almost uninterruptedly for two weeks. Once the rains began, exporters grew anxious about covering their sales made in August, and began buying sharply, which made a sort of hand-to-mouth demand, and forced prices up to $3.21 per box for finest clusters and $1.43 an arroba of 25 pounds for seedless muscatels—an advance for the latter of 100 per cent over the price of the preceding season. These seedless raisins somewhat resemble currants, which accounts for this remarkable rise. The quantities of seedless sold in August for later shipment were enormous, and in the face of the advance a fulfillment of the contracts meant great losses, and in some instances ruin, to certain exporters. Some of them none-the-less shouldered their losses and carried out their engagements. It is reported that others did not do so, and the minister of Norway and Sweden at Madrid, on behalf of certain merchants in Sweden, called the matter to the attention of the department of the interior, and the Malaga Chamber of Commerce was officially requested to make an investigation. It appears from the report of that body that the charges were not sufficiently explicit, and were not sustained. It became clear early in October that prices for all varieties of raisins had been forced up to impossible figures, and the jobbers in England and the north of Europe failing to respond by purchasing any but the smallest quantities, a reaction set in and prices declined gradually till the end of November, when the season practically finished at $1.25 a box for finest clusters to 89 cents the arroba of 25 pounds for seedless—at or about which figures large quantities of high-priced goods, bought in September and early October, found their way into consumers' hands in Europe and elsewhere.

HIGH PRICES FOR ALMONDS.

Jordan and Valencia almonds are among the important articles of Malaga's commerce, and are produced and handled exclusively in the province of Malaga. Although small quantities of Jordans had been sold in August for September shipment, on a basis of about $5.70 per box of 25 pounds first cost (superior quality), this article opened at the beginning of September at $6.25 a box and gradually advanced to $6.86, at which figures the season ended in late October. About 25 per cent of the crop remains here unsold, and the impression is general that a considerably lower price will have to be accepted before it can be exported. The average price for the previous year for Jordan almonds was $3.95 per box of 25 pounds, and for the previous five years about $4.65, although at certain times as high figures as $6.10 and $6.50 were reached.

Valencia almonds.—This article is very similar to the almonds of France, Sicily, Italy, and Alicante (Spain), and owing to the reported shortage of all the crops in those sections, high prices were looked for. Until this year, the highest general price ever known here for Valencias was $4.65 per box of 25 pounds. The average price for the past ten years was something like $2.86 per box. The market opened this year at $5, and in sympathy with the other markets advanced to $6.40, at which figure most of the stock remaining is still held, although no transactions have taken place since the end of October, and the foreign markets are selling at from 25 to 30 per cent under these prices.

The crop of almonds this year was a good one, amounting to about 200,000 boxes.

MALAGA'S EXPORTS TO THE UNITED STATES.

The appended table shows the nature and extent of Malaga's exports to the United States, declared at this consulate during the year 1900. The increase in the price of Malaga raisins is strikingly illustrated. In 1899, 145,381 boxes were exported at a declared market valuation of $190,814.60, while during 1900, only 43,357 boxes were exported, yet their declared valuation was $130,390.75. In other words, the average price per box of raisins exported to the United States in 1899 was $1.31, while in 1900 it was $3. The increased price of almonds in 1900 is also illustrated by the table.

THE LOSS OF THE LEMON BUSINESS.

The falling off in the exportation of lemons to the United States is striking, amounting virtually to the entire loss of this business, at least for one year. This was not due to the failure of the Malaga lemon crop (which was abundant), but to the fact that Italy undersold

Malaga and got the business. It is said, however, that United States exporters prefer the Italian lemons because they are better packed. Following is the table:

TABLE No. 1.—*Declared exports from Malaga, Spain, to the United States of America during the calendar years 1899 and 1900.*

Articles.	1900.		1899.		1900.			
					Increase.		Decrease.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
Almonds ...... bags ... boxes ..	307 56,425	$380,663.90	426 74,655	$379,976.56		$687.84	119 18,230	
Aniseed .... bags ..	100	744.65	100	706.05		38.60		
Brandy .... casks .. cases ..	8 118	758.90	10 235	1,504.78			2 117	$745.83
Figs .... trails ..	6,118	3,304.48	2,100	1,077.52	4,018	2,226.96	100	
Furniture .... cases ..	15	972.20			15	972.20		
Grapes .... barrels ..	4,110	9,979.87	8,238	7,450.49	872	2,529.38		
Iron ore .... tons ..	12,060	34,061.86	2,960	6,645.56	9,100	27,416.30		
Lavender (essence of), boxes			10	565.12			10	565.12
Lemons .. quarter bxs ..	1,911	8,823.11	26,299	41,548.13			24,388	37,720.02
Lead .... pigs ..	827	3,431.54	824	1,990.74	3	1,440.80		
Licorice root . bundles ..			296	4,819.75			296	4,819.75
Olives .... casks ..	12	323.91			12	323.91		
Olive oil ...... barrels ..	1,785	45,659.92	1,475	33,359.46	310	12,300.46		
Orange peel ..... bales ..	57	635.60	49	511.72	8	123.88		
Palm-leaf hats ... do	2,765	135,623.56	1,915	82,972.25	850	52,651.31		
Paintings .... cases ..	1	34.06			1	34,06		
Pepper (red) ... boxes ..	350	2,060.10	220	1,397.42	130	662.68		
Pomegranates . 6 cases ..	3,710	3,746.54	1,563	1,409.21	2,127	2,337.33		
Raisins .... boxes ..	43,357	130,390.75	145,381	190,814.60			102,024	60,423.85
Sirup (orange) .. cases ..	1	48,77			1	48.77		
Skins (goat) .... bales ..	8	1,175.70			8	1,175.70		
Sundries		44.65		138.14				93.49
Wine		9,627.75		7,294.69		2,333.06		
Total		767,111.82		764,117.14		107,302.84		104,308.06

ALMERIA AGENCY.

This consulate has an agency at Almeria, from which the only exports to the United States are the grapes known to commerce as Malaga grapes, and iron ore. The exports through this agency to the United States for 1900, as compared with those of 1899, are as follows:

Articles.	1899.		1900.	
	Quantities.	Declared value.	Quantities.	Declared value.
Grapes .... barrels ..	155,823	$446,632.03	162,913	$376,253.60
Iron ore .... tons ..	4,400	5,214.76	27,425	40,882.94
Total		451,846.79		417,136.54

PORTO RICO AND CUBA.

The certification of invoices covering shipments of merchandise to Porto Rico was not required during all of 1900, and therefore there are no complete figures showing the exports. The figures, as far as they go, however, show that from the 1st of June to the 31st of December, 1900 (during which period invoices were certified), chick-pease, raisins, grapes, olive oil, aniseed, red pepper, wine, figs, cotton goods, and prunes to the value of $32,042.72 were exported to Porto Rico. There are no figures covering the same period of 1899, but it is likely that the exports were about the same.

Nor, as far as can be ascertained, is there any material difference in Malaga's exports to Cuba during 1900. They are, probably, about the same as in 1899, but as invoices are not required, there is no way of getting the figures. If there is any difference it would probably be in cheap olive oil, which Cuba has heretofore imported from Malaga for lubricating purposes, but which, I am informed, she is now replacing with lubricating oil from the United States.

IMPORTS AT MALAGA FROM ALL COUNTRIES.

The following table shows, in so far as the statistics of the custom-house may be relied upon, the nature and extent of importations at Malaga from all countries during the calendar year 1900. It would not be well, however, to depend too fully upon these figures. For example, it appears from the table that there was no importation at all of lumber from the United States, whereas it is a matter of fact that during the month of November, a bark coming direct from Brunswick, Ga., discharged an entire cargo of rough pine lumber here for the use of the Andalusian Railway Company. The figures are the only ones to be had, however, and probably give a very fair idea of what Malaga imported during the year and where it came from.

TABLE 2.—*Imports from all countries at Malaga, Spain, for the year ended December 31, 1900, and totals for 1899.*

Articles.	England.	France.	Germany.	Belgium.	United States.	Holland.	Norway.	Denmark.	Italy.	Morocco.
Oils, paints, colors, etc . tons..	250	125	54	21	52	5	.5	......	5	......
Alcohol .... liters..	39,284	7,876	9,825	1,283	......	......	......	......	285	......
Raw cotton .... tons..	2	8	.3	......	8,218	......	......	......	......	......
Cotton yarn .... do....	1	5	2	.9	......	......	......	......	.3	......
Starch .... do....	62	74	323	296	......	6	......	......	10	......
Tar, pitch, asphalts, etc., tons	364	126	38	22	......	25	......	......	16	15
Sugar .... tons..	......	......	7	......	......	......	......	......	1	1
Sulphur and chemical products .... tons..	1,923	425	123	125	27	15	......	28	125	......
Codfish .... do....	1,812	2	......	3	......	226	825	20	......	......
Paving stones, bricks, and cement .... tons..	513	227	52	18	16	......	......	......	21	......
Cocoa .... do....	8	8	......	......	......	......	......	......	......	......
Coffee .... do....	522	390	822	138	......	......	......	......	......	......
Coal .... do....	41,284	......	......	......	......	......	......	......	......	......
Charcoal .... do....	3	3	1	.3	......	......	......	......	726	23
Barley, corn, and chick-pease, tons	3,234	228	140	52	2,218	......	......	76	......	323
Beer and sparkling wines, liters	18,425	51,327	59,677	19,938	9,216	1,825	725	1,235	1,216	......
Leather, hides, etc ..... tons..	12	67	10	7	3	2	1	.3	.4	588
Staves .... pieces.	9,275	5,800	1,230	......	3,875,393	......	......	......	......	......
Spices and preserves .. tons..	58	12	26	5	7	.7	.1	.1	15	.2
Tin, copper, and zinc .. do....	26	5	20	12	25	2	8	10	3	5
Grease .... do....	168	12	8	7	10	8	22	......	5	75
Guano .... do....	9,326	10,821	825	5,411	250	......	......	......	......	250
Iron and steel .... do....	1,726	922	526	276	227	12	28	10	125	3
Iron wire .... do....	52	28	9	13	6	2	.8	......	8	......
Lard .... do....	46	3	1	......	178	......	......	......	......	......
Butter .... do....	18	2	128	1	4	105	5	62	4	......
Machinery .... do....	876	634	382	248	72	10	7	2	12	2
Furniture .... do....	9	13	4	2	1	......	.9	......	2	29
Paper of all kinds ..... do....	4	25	19	10	5	.8	......	.1	7	......
Cheese .... do....	22	8	1	3	......	148	.1	6	5	......
Lumber .... cubic meters..	1,247	1,075	75	247	......	......	5,825	3	267	......
Woven goods of all kinds, tons	26	32	19	12	1	......	......	......	.3	.8
Wheat .... tons..	626	412	822	11	675	......	......	......	......	......
Glass and porcelain ... do....	45	40	54	12	2	5	1	.1	5	.8

TABLE 2.—*Imports from all countries at Malaga, Spain, for the year ended December 31, 1900, and totals for 1899*—Continued.

Articles.	Cuba and Porto Rico.	Russia.	Portugal.	Austria.	Newfoundland.	Total.		1900.	
						1900.	1899.	Increase.	Decrease.
Oils, paints, colors, etc. tons			2	3		520	409	110	
Alcohol liters						58,508	25,112	33,391	
Raw cotton tons						3,224	4,264		1,040
Cotton yarn do				1		11	17		6
Starch do				5		777	712	65	
Tar, pitch, asphalts, etc., tons			20	9		641	404	237	
Sugar tons						10	9	.6	
Sulphur and chemical products tons			5	22		2,814	2,197	616	
Codfish do					1,926	4,331	4,695		364
Paving stones, bricks, and cement tons			7			899	809	89	
Cocoa do						16	17		.991
Coffee do	426					2,298	1,609	689	
Coal do						41,284	35,211	6,072	
Charcoal do			50			806	1,540		734
Barley, corn, and chick-pease, tons		1,928				8,189	10,810		2,621
Beer and sparkling wines, liters				5,800		168,884	91,337	77,557	
Leather, hides, etc tons		1	2	.7		647	750		102
Staves pieces						3,392,198	4,276,829		884,631
Spices and preserves tons	.7	.6	.4	.3		127	148		21
Tin, copper, and zinc do			2			119	80	39	
Grease do			13	3		332	188	144	
Guano do						26,884	27,216		402
Iron and steel do			8	125		3,985	2,913	1,072	
Iron wire do						115	116		1
Lard do				.1		226	212	13	
Butter do				3		334	146	188	
Machinery do			2	17		2,267	1,223	1,044	
Furniture do	82		.5	3		98	305		207
Paper of all kinds do			.3	1		74	54	20	
Cheese do				.3		188	124	64	
Lumber cubic meters		5,216	916	18		14,889	16,883		1,994
Woven goods of all kinds, tons				3		95	72	23	
Wheat tons				50		2,096	5,405		3,308
Glass and porcelain do			.5	19		185	207		22
Total tons								11,590	9,316

Increase in 1900, 2,274 tons.

EXPORTS AT MALAGA TO ALL COUNTRIES.

There are no statistics showing to what countries the merchandise exported from Malaga goes. The following table gives, however, the general exports during the year 1900. In the item of olive oil, it should be stated that the figures in each instance have reference to the crop of the preceding year. The figures for 1900 do not cover the crop of 1900, which is a poor crop, and is now being pressed, but have reference to the good crop of 1899, the oil from which was exported in 1900.

The table shows a decrease during 1900 in nearly every important article of exportation, particularly in almonds, wine, raisins, and lemons, and it is this general falling off that tells the story of an unsatisfactory year.

TABLE 3.—*Declared exports from Malaga to all countries for the year ended December 31, 1900, with totals for 1899.*

Articles.		Totals.		1900.	
		1900.	1899.	Increase.	Decrease.
Olive oil	metric tons..	16,015	13,594	2,421	....
Olives	do....	68	63	5	....
Brandy	liters..	107,389	138,591	....	31,202
Garlic	tons..	100	69	22	....
Almonds	do....	2,832	6,347	....	3,515
Canary seed	do....	67	62	5	....
Rice	do....	1,182	712	470	....
Saffron	do....	.044	.025	.019	....
Barley	do....	947	180	767	....
Cocoa shells	do....	7	2	4	....
Orange peel	do....	62	91	....	29
Walnuts and chestnuts	do....	102	53	49	....
Onions	do....	78	59	19	....
Cumin seed	do....	26	28	....	3
Preserves	do....	28	11	17	....
Chocolate	do....	68	33	35	....
Esparta grass	do....	59	203	....	144
Dried fruits	do....	111	26	85	....
Green fruits	do....	102	92	10	....
Chick peas	do....	3,959	2,838	1,121	....
Pomegranates	do....	215	193	23	....
Figs	do....	562	561	1	....
Soap	do....	36	26	10	....
Lemons	do....	3,401	6,071	....	2,670
Minerals	do....	10,818	12,441	....	1,623
Oranges	do....	1,215	1,910	....	695
Palm leaf, manufactured	do....	41	90	....	49
Raisins	do....	6,417	8,310	....	1,893
Pepper (red)	do....	38	74	....	36
Lead	do....	25,700	31,644	....	5,944
Licorice root	do....	13	89	....	76
Grapes	do....	241	320	....	79
Wines	liters..	7,756,340	10,395,344	....	2,639,004
Cotton goods	tons..	61	81	....	20
Aniseed	do....	12	19	....	7
Total		....	....	5,066	

Decrease in 1900, 14,387 tons.

MOVEMENTS OF VESSELS.

The following table may be of interest in showing the number of vessels, with total tonnage, entering and clearing from Malaga during the year 1900:

TABLE 4.—*Movements of vessels at the port of Malaga during the year 1900.*

VESSELS BRINGING CARGO TO MALAGA.

	Spanish.		Foreign.	
	Number.	Tons.	Number.	Tons.
Steamers	658	585,079	361	347,731
Sailing	92	4,694	51	5,632

VESSELS TAKING CARGO FROM MALAGA.

	Spanish.		Foreign.	
	Number.	Tons.	Number.	Tons.
Steamers	672	608,494	382	375,978
Sailing	61	6,158	68	8,212

SUGAR MACHINERY FROM THE UNITED STATES.

During the month of November, the Compañía General de Barcelona brought 70 tons of sugar machinery from the United States for a sugar manufactory at Salobreña, Malaga, but this was the only important importation of any manufactured product during the year. The figures show a falling off in all the principal articles of import from the United States. In 1899, the importation of raw cotton amounted to 4,260 metric tons; in 1900, to only 3,218 tons. In 1899, 4,965,836 staves were imported from the United States; in 1900, only 3,375,393. In 1899, 1,437 tons of wheat; in 1900, only 675 tons.

AMERICAN HAMS AND CLOCKS.

The principal articles of American manufacture offered for sale in Malaga are, first of all, Scott's emulsion of cod liver oil, which is for sale everywhere and is largely prescribed by Spanish physicians. Cheap alarm clocks, which come by way of Hamburg, are in considerable demand, and American ice boxes are imported by one firm from Germany, and are offered for sale at almost prohibitive prices. There is also some little sale of American hardware, and Morrison's hams are in evidence at every grocery store and meat shop in Malaga. They are the cheapest in the market, which is not saying a great deal, as their retail price is about 25 American cents per American pound. They come to Malaga via England.

THE NEW STEAMSHIP LINE TO NEW YORK.

In June, 1900, the Compañía General transatlántica de Barcelona tried for the first time the experiment of a direct monthly line of steamers from Malaga via Cadiz to New York and Habana. The agent of the company in Malaga told me yesterday that this experiment had so far proven entirely satisfactory; so much so indeed that the company is at present debating the question of dispatching two steamers a month instead of one. It appears that these ships have not only been doing a good passenger and freight business westward from the three Spanish ports of Barcelona, Malaga, and Cadiz, but have also developed a fair trade between New York and Habana.

When we have a fair commercial treaty with Spain and a line of ships direct from the United States to Spanish ports, American exporters will find little trouble in extending their commerce with Spain. Under present conditions, however, in so far as this district is concerned, the prospect is not brilliant.

BENJ. H. RIDGELY, *Consul.*

MALAGA, *January 7, 1901.*

Principal articles of import, July 1, 1899, to June 30, 1900.

[Custom-house returns, port of Malaga.]

Articles.	United States.	Great Britain.	France.	Germany.	Belgium.	Holland.	Norway.
Oils, paints, colors, etc., kilos	67,825	822,863	92,316	25,818	24,911	1,598	....
Alcohol..........liters	239	18,198	5,827	8,423	2,418	....	1,223
Cotton:							
Raw..........kilos	4,932,673	2,836	2,820	498	178	....	....
Manufactures of all kinds.......kilos	....	1,242	2,416	2,413	2,825	213	....
Starch..........do	....	32,780	45,618	321,580	247,611	....	....
Tar, pitch, and asphalt, kilos	15,818	347,500	139,825	32,618	2,414	42,625	12,834
Sugar and sirup..kilos	....	240	74	52,523	75	....	....
Sulphur and chemical products........kilos	18,416	1,427,830	822,365	129,375	247,600	3,876	7,400
Codfish (dried)...do	....	1,824,932	22,898	12,000	....	225,318	792,313
Tiles, cement, and bricks, kilos	....	274,585	417,512	39,460	242,780	2,490	5,600
Cocoa..........kilos	....	5,718	9,810	12,820	2,818	....	....
Coffee..........do	....	398,414	172,518	538,368	129,823	....	....
Coal (mineral)....do	....	48,238,912	....	....	....	....	....
Charcoal..........do	....	890	7,560	2,418	360	....	....
Barley, corn, and chick-peas..........kilos	1,528,370	2,412,618	712,460	72,311	38,618	....	....
Beer and sparkling wines..........liters	9,827	12,593	32,420	59,609	10,400	17,945	1,300
Leather, hides, etc. kilos	13,828	38,670	121,516	12,862	6,372	4,937	214
Staves..........pieces	3,923,613	28,960	....	1,580	34,516	....	....
Spices and preserves, kilos	17,325	59,500	13,216	9,247	7,814	2,670	3,428
Tin, copper, and zinc, kilos	10,374	8,320	4,920	49,616	3,234	....	12,362
Grease..........kilos	129,825	36,723	32,517	9,825	9,310	1,245	9,216
Guano..........do	....	20,432,511	5,311,500	2,373,827	4,235,900	....	....
Iron and steel of all kinds..........kilos	248,378	938,413	734,960	212,463	212,676	12,738	5,813
Wire..........do	12,520	39,600	21,309	24,817	14,113	125	2,122
Lard..........do	212,315	52,840	4,366	2,473	....	39,847	....
Butter..........do	15,326	7,821	9,813	12,834	2,296	725	7,320
Machinery..........do	236,418	832,618	125,670	213,840	232,613	12,378	18,423
Furniture and manufactured goods..kilos	5,420	9,800	18,418	13,823	2,933	2,500	1,216
Paper of all kinds.do	3,425	12,314	15,366	14,309	5,367	....	120
Cheese..........do	122	20,488	9,233	7,372	9,823	122,562	9,276
Lumber..cubic meters	....	394	1,247	24	271	....	1,397
Woven goods of all kinds, kilos	1,270	23,899	34,917	30,420	9,216	128	12
Wheat..........kilos	1,225,478	522,321	20,000	311,700	20,800	....	....
Glass and porcelain, kilos	7,845	27,890	52,613	54,900	12,555	3,825	1,218

Articles.	Denmark.	Italy.	Morocco.	Cuba and Porto Rico.	Russia.	Portugal.	Austria.
Oils, paints, colors, etc., kilos	120	1,220	....	....	....	583	2,780
Alcohol..........liters	....	136	....	....	....	....	....
Cotton:							
Raw..........kilos	....	....	....	....	....	....	....
Manufactures of all kinds.......kilos	....	72	....	....	....	....	845
Starch..........do	....	....	....	....	....	....	....
Tar, pitch, and asphalt, kilos	....	10,436	1,819	....	....	27,820	....
Sugar and sirup..kilos	....	123	2,423	....	....	126	....
Sulphur and chemical products........kilos	32,600	32,470	....	....	....	2,823	15,263
Codfish (dried)...do	....	....	....	....	....	....	....
Tiles, cement, and bricks, kilos	....	325,672	....	....	....	232,325	....
Cocoa..........kilos	....	....	....	....	....	....	....
Coffee..........do	....	....	2,600	125,827	....	18,740	....
Coal (mineral)....do	....	....	....	....	....	....	....
Charcoal..........do	....	722,516	....	....	....	232,987	....
Barley, corn, and chick-peas..........kilos	....	50,000	25,000	....	623,837	....	....
Beer and sparkling wines..........liters	5,316	1,240	....	....	....	....	2,310
Leather, hides, etc. kilos	2,711	....	312,800	....	1,274	5,236	260

Principal articles of import, July 1, 1899, to June 30, 1900—Continued.

Articles.	Denmark.	Italy.	Morocco.	Cuba and Porto Rico.	Russia.	Portugal.	Austria.
Staves..........pieces..	....	2,000	....	....	....	....	....
Spices and preserves, kilos..................	262	62,845	120	....	....	268	1,225
Tin, copper, and zinc, kilos..................	24,823	1,270	....	....	....	1,200	....
Grease..........kilos..	1,000	4,836	12,500	....	....	....	10,270
Guano ....do....	....	100,000	172,000	....	....	....	....
Iron and steel of all kinds..........kilos..	11,425	42,820	373,425	....	12,798	5,826	59,823
Wire ....do....	....	17,236	....	....	....	....	....
Lard ....do....	....	....	4,928	....	....	....	72
Butter ....do....	32,820	2,418	....	....	....	368	3,847
Machinery........do....	11,312	2,423	1,200	....	2,678	12,470	1,225
Furniture and manufactured goods..kilos..	....	4,282	72,520	52,678	276	....	5,818
Paper of all kinds.do....	1,236	498	220	....	....	316	2,475
Cheese ....do....	2,827	70	13	....	....	....	214
Lumber ..cubic meters..	2,273	882	21	....	2,837	1,376	12
Woven goods of all kinds, kilos..................	....	1,949	1,136	....	....	74	12,325
Wheat ....kilos..	....	....	....	....	236,780	....	208,401
Glass and porcelain, kilos..................	968	3,820	929	....	1,225	368	12,675

Articles.	Newfoundland.	Total.				1899-1900.	
		1899-1900.		1898-99.		Increase.	Decrease.
			Pounds.		*Pounds.*		
Oils, paints, colors, etc., kilos..................	....	540,029	1,190,548	326,725	720,298	213,304	....
Alcohol ....liters..	....	81,459	[1]83,243	24,817	[1]26,224	6,642	....
Cotton:							
Raw ....kilos..	....	4,939,005	10,888,530	2,825,968	6,230,129	2,113,037	....
Manufactures of all kinds.......kilos..	....	10,026	22,103	12,920	28,483	....	2,894
Starch ....do....	....	647,584	1,427,664	527,835	1,163,665	119,749	....
Tar, pitch, and asphalt, kilos..................	....	633,704	1,397,063	430,214	948,450	203,490	....
Sugar and sirup ..kilos..	....	55,584	122,540	7,321	16,140	48,263	....
Sulphur and chemical products........kilos..	....	2,740,018	6,040,643	2,083,266	4,592,768	656,752	....
Codfish (dried) ...do....	2,134,928	5,012,384	11,050,302	4,323,216	9,530,962	689,168	....
Tiles, cement, and bricks, kilos..................	....	1,540,424	3,396,019	634,840	1,399,568	905,584	....
Cocoa..........kilos..	....	31,191	68,764	27,362	60,322	3,829	....
Coffee..........do....	....	1,380,290	3,042,987	912,418	2,011,517	467,872	....
Coal (mineral)....do....	....	48,238,912	106,347,505	32,427,587	71,489,858	15,811,325	....
Charcoal ....do....	....	966,726	2,131,244	420,671	927,427	546,048	....
Barley, corn, and chick-peas ....kilos..	....	5,463,204	12,044,180	6,923,838	15,264,293	....	1,460,634
Beer and sparkling wines ....liters..	....	152,960	[1]161,633	205,403	[1]217,049	....	52,443
Leather, hides, etc. kilos..	....	520,680	1,147,891	311,417	686,550	209,263	....
Staves..........pieces..	....	3,990,669	....	2,414,911	....	1,575,758	....
Spices and preserves, kilos..................	....	177,915	392,231	90,835	200,255	87,080	....
Tin, copper, and zinc, kilos..................	....	116,119	255,996	214,432	472,737	....	98,313
Grease..........kilos..	....	257,267	567,171	223,810	493,412	33,457	....
Guano ....do....	....	32,625,788	71,926,702	20,312,701	44,781,381	12,313,087	....
Iron and steel of all kinds..........kilos..	....	2,872,558	6,332,841	1,925,028	4,243,917	947,530	....
Wire ....do....	....	131,842	290,659	62,400	137,567	69,442	....
Lard ....do....	....	316,336	697,394	275,827	606,088	40,509	....
Butter ....do....	....	95,583	211,222	105,325	232,206	....	9,742
Machinery........do....	....	1,698,268	3,644,002	1,289,040	2,841,828	409,228	....
Furniture and manufactured goods..kilos..	....	189,134	417,065	368,926	813,334	....	179,792
Paper of all kinds.do....	....	53,641	118,257	82,314	181,469	....	28,673
Cheese ....do....	....	184,000	405,646	132,012	291,034	51,988	....
Lumber ..cubic meters..	....	8,234	[2]290,790	5,411	[2]191,098	2,823	....
Woven goods of all kinds, kilos..................	....	120,346	265,315	87,499	192,900	32,847	....
Wheat ....kilos..	....	2,540,480	5,600,742	7,243,678	15,969,418	....	4,703,198
Glass and porcelain, kilos..................	....	180,722	398,420	123,460	272,180	57,262	....

[1] Quarts.

[2] Cubic feet.

Principal exports, July 1, 1899, to June 30, 1900.

[Custom-house returns, port of Malaga.]

Articles.	1899.					
	July.	August.	September.	October.	November.	December.
Oil ....kilos..	732,836	542,968	732,809	624,147	835,267	372,674
Olives ....do....	2,369	5,847	9,268	14,529	4,260	3,895
Aguardiente ....liters..	12,411	17,875	4,962	6,870	12,409	10,843
Garlic ....kilos..	1,268	....	....	....	865	1,214
Almonds ....do....	10,411	1,315,827	972,526	1,749,820	1,893,264	324,918
Canary seed ....do....	10,285	1,878	22,965	3,894	4,362	7,890
Rice ....do....	32,525	10,870	159,612	125,900	47,833	129,612
Saffron ....do....	....	....	....	11	....	4
Barley ....do....	....	....	....	....	....	....
Cocoa shells ....do....	....	....	....	....	....	2,000
Orange peel ....do....	5,700	....	....	....	....	....
Nuts ....do....	2,645	....	....	3,827	11,416	22,495
Onions ....do....	12,418	5,827	20,565	2,840	....	6,273
Cumin seed ....do....	1,200	....	....	13,412	970	200
Preserves ....do....	560	1,233	72	237	1,845	3,967
Chocolate ....do....	2,670	1,310	285	72	2,824	1,018
Esparto grass ....do....	....	....	123,800	....	....	....
Dried fruits ....do....	1,268	....	....	500	12,411	7,816
Green fruits ....do....	265	....	11,820	9,266	14,518	23,917
Chick-peas ....do....	122,918	79,586	180,214	92,600	365,224	127,813
Pomegranates ....do....	....	....	49,825	72,573	52,493	17,816
Figs ....do....	14,270	36,673	125,847	90,287	189,612	58,115
Soap ....do....	2,678	847	9,248	2,675	287	1,604
Lemons ....do....	....	9,827	1,435,825	1,712,895	2,378,843	527,308
Minerals ....do....	826,312	984,675	245,916	823,320	835,727	473,825
Oranges ....do....	....	....	2,714	245,860,	1,327,268	312,516
Palm leaf, manufactures, kilos	2,695	5,817	872	11,425	....	1,288
Raisins ....kilos..	127,916	1,325,612	2,134,917	2,975,645	522,876	489,218
Pimento (red pepper) .do....	2,312	10,420	5,678	10,480	983	11,475
Lead ....do....	1,372,445	987,819	3,822,675	1,285,968	4,827,564	2,372,989
Licorice root ....do....	37,200	....	....	1,267	....	5,814
Grapes ....do....	2,678	139,425	122,676	52,840	2,684	....
Wine ....liters..	672,968	1,244,516	847,964	1,311,518	789,806	1,267,583
Cotton manufactures..kilos..	3,245	7,811	15,227	4,716	7,893	8,965
Aniseed ....do....	284	4,278	....	567	1,266	....

Articles.	1900.					
	January.	February.	March.	April.	May.	June.
Oil ....kilos..	1,425,316	1,378,663	2,934,823	1,347,800	2,483,568	1,526,312
Olives ....do....	4,913	14,930	7,312	4,216	1,213	4,800
Aguardiente ....liters..	18,567	10,426	5,670	14,516	11,314	8,470
Garlic ....kilos..	54,216	....	8,620	2,416	5,000	....
Almonds ....do....	7,208	4,937	6,780	52,678	86,511	14,823
Canary seed ....do....	2,611	4,780	12,500	6,740	1,200	5,384
Rice ....do....	267,826	123,240	92,820	112,362	72,800	20,413
Saffron ....do....	....	14	6	....	....	12
Barley ....do....	....	....	239,476	522,835	59,800	....
Cocoa shells ....do....	....	....	2,650	1,200	....	....
Orange peel ....do....	20,318	....	7,630	3,000	....	1,423
Nuts ....do....	....	2,346	17,366	478	2,000	....
Onions ....do....	133	2,780	9,178	3,800	....	5,234
Cumin seed ....do....	....	....	1,460	....	5,213	1,800
Preserves ....do....	2,476	2,430	7,824	362	1,830	3,560
Chocolate ....do....	12,370	32,423	1,476	9,260	4,600	1,311
Esparto grass ....do....	....	....	....	....	58,820	....
Dried fruits ....do....	398	2,128	....	7,316	2,385	2,963
Green fruits ....do....	15,326	4,823	12,866	4,967	11,412	6,678
Chick-peas ....do....	478,578	325,673	567,800	247,340	823,612	243,500
Pomegranates ....do....	....	....	....	....	....	....
Figs ....do....	38,670	5,368	4,200	....	....	5,000
Soap ....do....	1,365	2,362	5,213	9,600	2,118	3,893
Lemons ....do....	266,518	74,676	8,500	....	....	....
Minerals ....do....	1,822,415	368,543	472,823	1,362,588	362,678	1,562,813
Oranges ....do....	122,436	52,316	4,211	....	....	....
Palm leaf, manufactures, kilos	13,612	2,673	....	....	....	11,860
Raisins ....kilos..	234,526	422,673	92,680	122,863	11,840	29,678
Pimento (red pepper) .do....	1,214	....	2,614	....	7,830	2,800
Lead ....do....	3,213,678	2,433,800	3,825,912	1,833,968	2,472,111	3,827,568
Licorice root ....do....	126	....	....	114	1,218	....
Grapes ....do....	....	....	....	....	....	....
Wine ....liters..	628,914	472,613	725,816	378,490	1,234,962	1,034,585
Cotton manufactures..kilos..	3,827	1,280	5,613	8,765	2,980	4,568
Aniseed ....do....	....	120	2,415	....	5,126	1,238

Principal exports, July 1, 1899, to June 30, 1900—Continued.

Articles.	Total.				1899–1900.	
	1899–1900.		1898–1899.		Increase.	Decrease.
		Pounds.		*Pounds.*		
Oil ...... kilos..	14,987,183	33,040,744	19,838,600	43,736,178	....	4,851,417
Olives ...... do....	77,545	170,956	52,396	115,512	25,149	....
Aguardiente ...... liters..	133,733	[1]141,316	175,827	[1]185,796	....	42,094
Garlic ...... kilos..	83,099	205,246	44,583	98,288	38,516	....
Almonds ...... do....	6,389,703	14,086,739	4,235,927	9,338,525	2,153,776	....
Canary seed ...... do....	84,484	186,253	62,849	138,557	21,635	....
Rice ...... do....	1,195,313	2,635,187	829,539	1,828,802	365,774	....
Saffron ...... do....	47	103	31	68	16	....
Barley ...... do....	822,111	1,812,426	205,413	452,853	616,698	....
Cocoa shells ...... do....	5,850	12,897	18,472	40,723	....	12,622
Orange peel ...... do....	38,271	84,372	20,816	45,891	17,455	....
Nuts ...... do....	62,573	137,948	42,325	93,309	20,248	....
Onions ...... do....	69,048	152,223	28,790	63,470	40,258	....
Cumin seed ...... do....	24,255	53,473	12,316	27,152	11,939	....
Preserves ...... do....	26,396	58,192	32,497	71,643	....	6,101
Chocolate ...... do....	69,119	152,380	43,860	96,694	25,439	....
Esparto grass ...... do....	182,620	402,604	25,780	56,835	156,840	....
Dried fruits ...... do....	36,685	70,876	30,427	67,079	6,258	....
Green fruits ...... do....	115,858	255,381	54,960	121,165	60,898	....
Chick-peas ...... do....	3,654,808	8,057,390	2,478,588	7,668,895	1,176,220	....
Pomegranates ...... do....	212,707	468,934	122,911	270,970	89,796	....
Figs ...... do....	563,042	1,241,282	372,824	821,928	190,218	....
Soap ...... do....	41,890	92,351	18,509	40,805	23,381	....
Lemons ...... do....	6,414,392	14,141,169	5,308,838	11,699,455	1,105,554	....
Minerals ...... do....	10,141,635	22,358,249	5,968,547	13,158,259	4,173,088	....
Oranges ...... do....	2,067,321	4,557,616	1,325,613	2,922,446	741,708	....
Palm leaf, manufactures, kilos	49,737	109,650	28,816	63,528	20,921	....
Raisins ...... kilos..	8,440,444	18,607,803	6,932,022	15,282,336	1,508,422	....
Pimento (red pepper) .do....	55,806	123,030	29,680	65,433	26,126	....
Lead ...... do....	32,226,497	71,046,535	23,962,516	52,827,763	8,263,981	....
Licorice root ...... do....	45,734	100,825	15,877	35,002	29,857	....
Grapes ...... do....	320,303	706,140	524,837	1,157,056	....	204,534
Wine ...... liters..	10,609,734	[a]11,211,306	11,836,504	[a]12,507,634	....	1,226,770
Cotton manufactures.. kilos..	69,400	152,999	59,713	131,643	9,687	....
Aniseed ...... do....	15,294	33,717	21,516	47,434	....	6,222

[1] Quarts.

Movement of vessels, July 1, 1899, to June 30, 1900.

[Custom-house returns, port of Malaga.]

ENTERED.

Date.	National.				Foreign.			
	Steamers.		Sailing vessels.		Steamers.		Sailing vessels.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1899.								
July	51	37,840	12	480	29	27,477	5	820
August	49	35,367	7	238	32	43,263	2	365
September	44	31,823	9	567	28	40,390	4	378
October	50	39,420	7	312	26	25,830	4	429
November	43	32,467	6	287	35	54,860	5	787
December	55	45,826	10	425	27	24,725	6	898
1900.								
January	37	30,820	12	674	28	24,038	2	526
February	52	38,472	7	290	34	27,870	3	413
March	60	47,912	13	423	26	21,413	7	1,209
April	39	38,520	5	180	30	29,820	2	145
May	65	57,300	2	72	27	25,366	8	369
June	42	36,785	9	416	28	30,470	4	423
Total	587	472,552	99	4,314	350	375,522	47	6,707

Movement of vessels, July 1, 1899, to June 30, 1900—Continued.

CLEARED.

Date.	National.				Foreign.			
	Steamers.		Sailing vessels.		Steamers.		Sailing vessels.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1899.								
July	38	39,827	2	320	20	19,368	6	721
August	45	52,670	4	516	48	52,367	2	238
September	57	59,812	5	499	25	20,365	7	623
October	39	36,673	7	678	32	34,980	9	1,245
November	64	58,220	10	715	28	26,412	3	411
December	39	39,311	4	229	46	59,820	5	423
1900.								
January	48	51,630	5	416	30	25,366	7	716
February	59	53,915	7	690	25	30,214	8	1,349
March	65	60,020	7	845	34	38,413	11	1,127
April	38	41,312	2	311	29	25,678	6	820
May	47	40,827	1	75	36	39,400	4	432
June	70	62,313	9	627	35	36,984	3	261
Total	609	596,530	63	5,921	398	409,367	71	8,366

SPAIN'S TRADE IN 1898.

Consul Bartleman sends from Malaga, July 18, 1900, the following statement:

The official statistics of Spain's foreign commerce for 1898, recently published by the bureau of customs, shows the total value of exports to be 918,943,206[1] pesetas.

Wine is the principal article of export, and it represents 15.20 per cent of the total amount. The value reached 139,739,693 pesetas, of which 126,112,579 was for common wines. France imported 96,281,922 pesetas of this sum, or 4,544,096 hectoliters (119,964,134 gallons). The total quantity of common wines exported was 6,427,505 hectoliters (169,686,132 gallons).

The Argentine Republic follows France in the importation of common wines, the total amount reaching 196,967 hectoliters (5,199,928 gallons), valued at 3,989,340 pesetas. The balance was shipped to 57 different points.

France and Great Britain were the principal markets for sherry and similar wines, and of the 103,730 hectoliters (2,738,472 gallons) exported, representing a value of 12,447,641 pesetas, the former imported 35,568 hectoliters (938,995 gallons) and the latter 34,978 (923,419 gallons).

The total value of minerals exported, principally to England, France, Belgium, and the United States, was[2] 129,185,020 pesetas, apportioned approximately as follows: Iron, 75,100,000; copper, 41,100,000; manganese, 7,100,000; and blende, 2,600,000.

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[1] During the year 1898, the value of the Spanish (silver) pesetas fluctuated from 32.05 pesetas (or 28.20 per cent) to 54.30 pesetas (or 117.20 per cent) to the pound sterling, hence it is impossible to give the correct values in American gold coin of the sum herein represented.

[2] The sums herein enumerated amount to 125,900,000 pesetas, the total, as may be noted, reaching 129,185,020 pesetas. The balance is for minerals not of sufficient importance to be included in the report. This explanation will suffice for other portions of these statistics where there appears to be a disparity in the figures.

The total value of metals shipped was 104,960,814 pesetas, principally as follows: Argentiferous lead, 32,100,000; common lead, 24,500,000; quicksilver or mercury, 9,400,000; pig iron, 4,100,000; zinc in pigs and plates, 2,500,000. England, and Italy imported the pigs; France zinc, and the balance went to England.

The value of the olive oil was 46,404,155 pesetas, representing 54,593,124 kilograms (120,356,001 pounds), of which 15,300,000 (33,730,380 pounds) went to France; 11,300,000 (24,911,980 pounds) to Great Britain; 8,800,000 (19,400,480 pounds) to Italy; 5,700,000 (12,566,220 pounds) to Austria.

The dried fruits reported reached 65,562,410 kilograms (144,538,889 pounds), valued at 41,339,551 pesetas, divided approximately as follows: Raisins 16,900,000 kilos (37,257,740 pounds), of which 8,000,000 (17,636,800 pounds) went to Great Britain; almonds, 13,000,000 (28,659,800 pounds), of which France took 5,500,000 (12,125,300 pounds), Great Britain, 4,000,000 (8,818,400 pounds); filberts 6,600,000 (14,550,360 pounds); all shipped to Great Britain; olives, 4,900,000 (10,802,540 pounds), of which 3,700,000 (8,157,020 pounds) went to Great Britain, and about one-half of the crop of figs, amounting in kilograms to 7,108,905 (15,672,292 pounds).

Cuba imported 2,140,128 kilograms (4,718,126 pounds) of cotton goods; the Philippines, 1,769,426 (3,900,877 pounds), and Porto Rico 482,161 (1,062,972 pounds), the total amount being 5,871,284 kilograms (12,943,833 pounds), the balance going in small quantities to other countries. The value of oranges was 23,700,000 pesetas; grapes, 7,100,000; lemons, 1,000,000; and other fruits, 3,800,000.

Portugal took 247,740 head of cattle, and France 263,065, the total number being 528,909, valued at 32,375,270 pesetas.

The exportation of cork amounted to 31,829,025 pesetas. The value of cork in sheets was 3,469,417 and in corks 28,359,608. France imported 17,100,000 and Portugal 4,300,000 worth.

The value of cereals amounted to 24,101,297 pesetas. France took 2,700,000 pesetas' worth of rice and 5,200,000 of other cereals; Belgium imported barley to the amount of 4,100,000 pesetas, and England 3,200,000; Cuba took 2,300,000 worth of rice, and Porto Rico 2,000,000.

France imported 13,842,619 pesetas' worth of hides and leather, the total value exported being 20,087,420.

REPORT FROM THE CONSULAR AGENT AT TARRAGONA.

TRADE.

The commerce of this province runs in old-established channels that undergo but incidental variations in their course. It consists in the main of the export of agricultural products and the import of articles of necessity for food, and fuel for running its railways.

The exportation of olive oil has developed enormously, not on account of abundance in the crop of this country, but because of deficiency in that of Italy, where the "oil fly" has ravaged the trees and greatly reduced the production. Consequently, Italian refiners have made large purchases for refining at home. As to the import trade, it seems remarkable that the small port and province of Tarragona should be the second in Spain in the amount of wheat yearly imported from abroad. The reason for this is that the hard wheat of Castile and many other countries is not adapted to the provincial taste, which exacts tender wheat and draws its supply principally from Berdianska (Sea of Azoff), mixing its flour, when prices are high, with that of cheaper Spanish wheats. This predilection is due to the fact that the flour produced by the Berdianska wheat rises or swells more than any other in baking, producing bread far lighter in proportion to the bulk than that of any other flour. American red winter and Duluths, the River Plate, and Tasmanian wheats have all failed in the attempt to take its place, but it might be worth while for United States grain growers to study the possibility of competing.

The high prices of English steam coals might also serve as an inducement for America to try this market.

INDUSTRY.

This province being naturally agricultural, industry is but little developed, except in the elaboration of the products of the soil, manufactories having hitherto been limited in output to the supplying of local wants.

There are, however, about a score of paper mills, producing principally wrapping and smoking paper, sold on Spanish or South American markets. The shipments being effected from other ports of the peninsula, they are not mentioned in the export table accompanying this report.

Three cotton mills are also located in the province, the most important one being at Reas.

German enterprise and capital started a very considerable manufactory of chemical products some two years ago, profiting by the water power of the river Ebro at the Roman dam of Flix. This agency has not so far been able, however, to obtain returns of the production.

A newly formed society has quite recently bought lands to a large extent for growing beet roots at Mollerusa, in the province of Lerida. Its capital is 40,000,000 pesetas, and considerable steam machinery has been imported from France to extract and refine sugar. A railway branch will also be constructed for its use. Probably farther up in the interior (e. g., in Aragon) similar enterprises might be started.

The above and the manufacture of alpargatas—i. e., sandals of canvas with soles of hemp sennet, shipped at Barcelona and Cadiz to the South American republics—are the sole branches of industry worth mentioning within the jurisdiction of this consular agency.

Vessels entering Tarragona during the half year ended June 30, 1900.

Flag.	Number.	Remarks.
Austro-Hungarian	1	Total registered tonnage (gross), 208,480 tons. Cargo brought (coasting and foreign), 65,296 tons.
Belgian	1	
Danish	6	
English	23	
French	14	
German	1	
Greek	4	
Holland	17	
Italian	25	
Russian	8	
Scandinavian	26	
Spanish	322	
Total	448	Including 332 steamers and 116 sailing vessels.

Return of goods declared for export to the United States during the half year ended June 30, 1900.

Articles.	Quantities.	Value, United States gold.	Remarks.
Almonds........................bags..	200	$1,992.00	
Oil ....barrels..	10	214.40	Extracted from press residue.
Wines.........................casks..	8,286	20,337.82	
Total	....	22,544.22	

Parcels of liquorice root have been sent abroad for transshipment to the States, but without being so declared at this consular agency.

Return of principal articles of export declared from Tarragona for the half year ended June 30, 1900.

Articles.	Quantities.	Values, United States gold.	Destination.
Almonds........................bags..	2,408	$20,360	United States.
Anchovies (salt) ....kilos..	17,250	2,300	Italy, France.
Figs (dried) ....do...	80,400	1,180	France.
Filberts.........................bags..	19,420	145,394	England.
Lead ore...................... kilos..	247,000	4,446	Belgium, France, Italy.
Liquorice root ....do...	91,000	7,280	United States.
Oil (olive)...................... do...	2,755,000	425,000	Italy; a small parcel of oil of press residues to the United States.
Soap (common)..................do...	10,000	1,360	France.
Tartar (cream of, and lees)....do...	153,000	10,240	England and Germany.
Wines......................gallons..	8,978,670	1,695,600	France, England, northern Europe; North and South America.
Total	....	2,313,160	

Report of the principal articles of import through the port of Tarragona during the half year ended June 30, 1900.

Articles.	Quantity.	Country of production, and remarks.
Barley...tons..	98	Russia.
Brimstone.....................................do...	3,478	Italy.
Codfish ....do...	518	Norway; also from French fisheries in America.
Chemical products ....do...	385	England, France, Germany, Belgium.
Coals and patent fuel ....do...	9,100	England.
Glass and crockery...........................do...	28	France, Belgium.
Hides (green) ....do...	82	South America.
Iron (wrought).................................do...	85	Belgium, France.
Milk and meats, potted......................do...	15	Switzerland, England.
Petroleum......................................do...	1,010	United States.
Potato meal ....do...	135	Germany.
Staves (oak)....................................No..	220	United States.
Staves (chestnut, etc.) ....do...	680	Italy.
Steam machinery ....tons..	215	France, Belgium.
Tin (plate) ....do...	16	England.
Wheat..do...	13,853	Russia.

LOUIS G. AGOSTINI,
Consular Agent.

REPORT FROM THE CONSULAR AGENT AT SANTANDER.

There has been practically no trade here with the United States during the first half of this year, imports into Spain being limited to a few cargoes of tobacco leaf imported for account of the Spanish Tobacco Monopoly Company.

Not a single consular invoice has been issued at this agency during the past two years.

Spain is looked upon as an agricultural country, but it is far from deserving the title. Only two staples are produced to any extent, viz, olive oil and wine.

The methods employed in the crushing and refining of oil are antiquated, the result being, that in foreign markets, Spanish oil fetches a lower price than French and Italian oils, and the exports of this article are much smaller than they might otherwise be.

The production of wine is very large, France being the principal customer. The full-bodied Spanish wines are used for strengthening certain kinds of French clarets.

Spain is very backward in producing food supplies, and fails to keep pace with the increase in the population. In spite of increased duties levied by the Government to favor agricultural interests, the imports of wheat, indian corn, and dried pease are steadily growing. The customs tariff offers a greater protection to wheat flour than to wheat, and in consequence, numerous flour mills have been erected on the Mediterranean coast, notably at Barcelona, where most foreign wheat is imported. The conditions of the market limit the Atlantic ports of discharge to those of the continent lying between Bordeaux and Hamburg, hence the practical exclusion of United States shipments, as vessels could not be required to alter their course to Barcelona without a compensation that would prove prohibitive in so close a cut business.

Attempts have been made to cultivate sugar cane in Spain, and some years, ago a few sugar factories were established in Andalusia, but the experiment did not prove a success and the factories were closed. It was then decided to try the cultivation of beets, and large tracts of country have been devoted to that purpose. There is scarcely a province in Spain without some sugar factory in course of erection.

Farmers, under the impression that this new industry will bring them wealth, are replacing their usual sowings by planting beets. The result will be that in two or three years there will be an overproduction of beet sugar, while in the meantime, the crops of several indispensable agricultural products will have been so reduced, that the imports of wheat, maize, dried pease, and similar commodities must be increased.

Industrial products of the United States are little known in the north of Spain, the few articles imported coming through England and Germany.

The Spanish Transatlantic Company's freights are excessively high, and direct trade from the United States is thereby hampered.

Two or three years ago, a few locomotives were imported from America by the La Robla Railway; since then all the railway equipment required for the mines and other short lines in this neighborhood has been imported from England.

Iron implements of all sorts are imported from Germany. These might advantageously come from the United States.

The goods are usually bought for payment at three months after shipment, the sellers drawing gold bills, payable in silver at current rate of exchange at maturity, the buyers to pay freight and customs duty, as well as expenses of unloading and port dues.

F. Adriozola,
Consular Agent.

REPORT FROM CONSULAR AGENT AT SAN FELIU DE GUIXOLS.

The importations from the United States for the year ending June 30, 1900, amounted to $8,292.97, gold, and consisted of rough and dressed lumber.

The value of the exports to the United States amounted to $387,959.71, gold, and consisted mostly of manufactured, machine, and hand-cut corks of different sizes and grades.

There have been no imports or exports between this port and Cuba, Porto Rico, or the Philippine Islands. Neither have there been any changes in the port regulations or wharfage dues, nor any improvements at this port. Shipments from this district to the United States usually go by rail to Bordeaux, and from there by steamer to United States ports. A few shipments have lately been sent via Barcelona on the new line of Spanish steamers established between that city and New York.

No bills of health or manifests were issued during the year, nor have any American vessels called at this port.

The movement of shipping between this port and foreign countries has been as follows:

	Number.	Tons register.
Entered	30	16,881
Cleared	211	175,072

Most of the vessels cleared from this port for foreign countries call here from some Spanish port; hence the large difference noticed in numbers and tonnage from those that come direct from other nations.

Exportations from this district to the United States are effected from this town and the surrounding ones of Palamos, Palafrugell, and Cassa de la Selva.

The most prominent industry of this district is the manufacture of corks cut by hand and machines. It has experienced no material change during the past year, although on account of recent strikes, employers seem to be less hopeful than formerly. These remarks apply also to the industry of packing cork shavings used in the manufacture of linoleum, as this depends on the manufacture of corks for its supply.

Anchovies caught in these waters are packed here, and are usually exported to Italy and Germany.

There is no agriculture or horticulture to speak of in this district, on account of its being a hilly and woody country, covered with cork trees. Some wine and olive oil are produced and are consumed locally.

F. Esteva,
Consular Agent.

MADRID.

This consular district being inland, and consequently remote from commerce, there is little of interest to report upon.

Such merchandise as it may be possible to import from the United States into this country, as I am informed, comes to the commercial ports, chiefly to Barcelona, Bilbao, Corunna, and one or two lesser ones, where regular lines of steamers call.

Reports from this consulate upon the subjects of coal,[1] trusts,[2] and railways,[3] give all information available upon these subjects.

I have therein called attention to the fact that our merchandise of any nature, in the lack of a commercial treaty between the United States and Spain, is subject to a higher duty than that from countries having such treaties.

Exchange in United States money, taking the par of the British pound sterling at $4.8665, has given the value of the current peseta ($0.193) during the past six months at about $0.1519 as a fair average, at which rate exchange on London, Paris, and New York would be about 127 to 128 per cent, increasing to that extent the cost of all imported articles.

There are no changes, to my knowledge, in patent, copyright, and trade-mark laws. I am, however, informed that a treaty has been made between this Kingdom and Germany as to copyrights, the details of which I am unable to state.

DWIGHT T. REED,
Vice-Consul.

MADRID, *August 18, 1900.*

VALENCIA.

The district of Valencia (some 8,900 square miles in extent) is essentially agricultural. Its present estimated population exceeds 1,500,000, Valencia itself, the third city in importance in the Kingdom, containing 204,000 inhabitants. While Spain has the lowest average population of any European country, this district shows 168 inhabitants to the square mile. In agricultural wealth, the province of Valencia is far ahead of all the other provinces of Spain. Its annual income from farm produce alone, not including cattle, has been officially estimated this year at 33,000,000 pesetas (about $5,000,000). The chief products are oranges, wine, onions, rice, raisins, and saffron, but the production of muscatel and other table grapes, melons, tomatoes, peanuts, alfalfa, haricot beans, and rough vegetables of all kinds is limited only by the impossibility of finding a profitable market.

The land is mostly distributed in small holdings of from 2 to 12 acres each. The soil is alluvial, and though not scientifically cultivated, its natural richness is stimulated by fertilizers skillfully prepared and applied. The exports of agricultural produce have doubled during the past five years, and in 1898, this district contributed 30 per cent of the total foreign trade of Spain.

The people are frugal, and the necessaries of life are so easily obtained that, notwithstanding the relative density of population, emigration is practically unknown.

ORANGES.

The cultivation of Valencia oranges and the consequent trade created present a remarkable instance of rapid development. In 1877, 270,000 cases, of 150 pounds net, were exported, the total crop being estimated at 50,000,000 pounds. Last year, 4,000,000 cases were exported, and the crop reached the enormous total of 900,000,000 pounds. In a season of average production, the total cost of cultivation does not exceed 10 cents per arroba (25 pounds). Since fertilizers have been universally applied to force orange trees and increase their yield, it has been observed that the delicacy of flavor, as well as the keeping qualities of the fruit, have deteriorated. Not a single case of oranges was exported from Valencia to the United States last season. More than four-fifths of this crop goes to Great Britain.

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[1] See Special Consular Reports, Vol. XXI, Part I.

[2] See Special Consular Reports, Vol. XXI, Part II.

[3] See Advance Sheets of Consular Reports, No. 801, August 8, 1900.

WINE.

The phylloxera, which has overrun the greater part of Spain, has not yet invaded this region. The vines, which are generally grown in more or less barren and hilly districts, beyond the reach of the present system of irrigation, cover a very large area, and the wine crop and trade are by far the most important of this part of Spain. In 1898–99, the value of exports of wine from Valencia and ports in this district amounted to $10,000,000. The wine has considerable body and a medium to high alcoholic strength (12° to 17°), but the methods employed in its elaboration are still so primitive that the product, with few exceptions, has no distinctive character. The bulk of the crop is purchased by French merchants at low and frequently unremunerative prices, for blending with the common class of light French wines. In fact, the wine producers of Valencia depend almost exclusively on the French market. When the French crop is very large, as is the case this season, Valencia wines can only be marketed at ruinous prices.

RICE.

Rice cultivation on a large scale is of comparatively recent growth here, the farmers, until supported by a heavy protective tariff (1891), being unable to compete with the India-grown product, even in home markets. Rice is mostly grown in this district on land reclaimed at great labor and expense from the Albufera, a marshy lake, which twenty years ago covered an area 11 miles long and 9 wide, but is now reduced to less than two-thirds its former size. Some 94,000 acres of rice were planted this season, the yield being about 3 tons per acre, at a cost of $30 per ton. Four years ago a seed of Japanese origin, called Amonquili, was introduced, and as it was found to yield a third more rice than the native seeds hitherto planted, has now been almost exclusively adopted. Valencia supplies all Spain with rice, the present home consumption being about 100,000 tons.

The altered political and tariff conditions at Cuba and Porto Rico, hitherto the best outside customers for Valencia rice, have produced a partial crisis in the trade. Exports to Cuba during the past three months have almost stopped. The Porto Ricans have shown a marked preference for Valencia-grown rice, but exports to Porto Rico have also declined so rapidly during the last few months, that it seems probable this trade will be totally extinguished in the near future.

RAISINS.

The failure of the Greek currant crop this season created such a demand for Denia and Valencia raisins that prices have reached figures never before known in this trade—$6.50 per hundredweight (112 pounds) f. o. b. Total shipments up to October 31 amounted to 451,459 hundredweight, against 429,549 hundredweight for the same period last season, or an increase of 21,910 hundredweight. The United States imported 14,068 hundredweight, being 4,787 hundredweight less than the importation last year.

GROUNDNUTS.

Groundnuts are sown in July (after tomatoes, wheat, and other cereals have been harvested) and gathered in the latter part of October. The home consumption is very great, roasted groundnuts being much appreciated by the laboring classes. The finer qualities are used in confectionery, and the inferior converted into oil. About 2,600 tons of these nuts are exported annually to England, France, Algiers, Holland, and Italy. The average price, including cost of freight to Liverpool, London, or Hamburg, is $4 per bag of 50 kilos (110 pounds).

LOCAL INDUSTRIES.

The large export trade in oranges, onions, tomatoes, melons, and other fruits has naturally created an ever expanding demand for lumber and packing materials of all kinds; fine silk paper for wrapping oranges; nails, esparto cordage, and Calcutta hides for binding fruit boxes.

Over 40 steam sawmills in the city and district are constantly employed. The wood used is nearly all rough pine from the neighboring mountains of Aragon and Cuenca, floated down the rivers Jucar and Turia. As no systematic reforesting is practiced, the great watersheds of these two rivers are being rapidly denuded of trees and vegetation, and to this reckless improvidence is attributed the increase of floods which, within the past five years, have, on three occasions, reached calamitous proportions.

MANUFACTURES.

The principal manufactures are tiles (flooring, ornamental, and mosaic), pottery, jute, sacks, packing paper, silk, furniture, fans, and guitars. With more capital intelligently employed, a flourishing tile trade could be developed, owing to the relative cheapness of labor and the abundance of raw material of superior quality in the immediate neighborhood of the factories. The special process employed in glazing and coloring the ornamental tiles has been distinguished for centuries by the remarkable brilliancy and durability of results. The tiles which cover the cupola of the church of Manises (which city is the center of the industry), after nearly two hundred years' exposure to the corroding influence of time and atmospheric changes, look as bright and perfect as if they had just left the workmen's hands.

Trade in rough pottery shows no signs of expansion.

Brown packing paper, the exports of which continue to increase, is made from rice straw, which can be had almost for the cost of gathering it in the rice fields.

The silk industry continues to decline, and is now confined almost exclusively to the rearing of silkworms, of which 350,000 kilos

(771,610 pounds) were produced last year (1899). Twelve kilos of cocoons produce 1 kilo of raw silk.

Valencia supplies the greater part of Spain with guitars and mandolins, and is now developing a small export trade in these instruments.

The moneyed and upper social classes here show no aptitude or inclination for trade or industrial enterprise. Hence, nearly all the important industrial and commercial undertakings are in the hands of foreigners and worked by foreign capital. The fruit trade (export) is almost entirely under foreign control, as are also the electric tramways.

RAILWAYS.

The very important railway, now approaching completion, which will connect Valencia with Teruel, Calatayud, and Saragossa, is being constructed by a Belgian company with a subsidy of 25,000,000 pesetas ($3,800,000) from the Spanish Government. This line, which presented considerable engineering difficulties, traverses a mountainous region hitherto undeveloped and almost unexplored, rich in mineral wealth, such as iron, copper, lead, manganese, and sulphur, while in the same district are the extensive coal fields of Utrillas, untouched as yet for lack of transport facilities. No accurate survey has ever been made of these coal deposits, but a German engineer who roughly measured them a few years ago estimated that they would yield a supply of good gas coal sufficient for all Europe for 200 years.

TRADE.

Statistics of imports collected here are necessarily incomplete, because of the large quantities of manufactured articles which enter the Valencia district overland, via France, and do not pass through the custom-house at this port. Besides, Barcelona, with more extensive foreign relations, larger capital and transport facilities, and, perhaps, more modern business methods controls to some extent the import trade of Valencia. Foreign goods imported through Barcelona and distributed here from Barcelona depots naturally do not enter this custom-house. The statistical sheets accompanying this report must therefore be accepted as representing the quality and class of goods imported, rather than the quantity. As a matter of fact, a personal compilation of complete statistics of exports and imports of the district of Valencia for the fiscal year ended June 30, 1899, gave the following results:

Exports.

	Pesetas.
Oranges	45,000,000
Onions, melons, and other fresh fruits and vegetables	20,000,000
Dried fruits and cereals	30,500,000
Wine, olive oil, and liqueurs	53,500,000
Sundries	32,000,000
Total	181,000,000

Equal to $27,000,000, or about 29 per cent of the total exports of Spain.

Imports

	Pesetas.
Mineral products (coal, petroleum, cement, glass, porcelain, etc.)	7,474,000
Metals, and their derivatives	13,800,000
Chemical products, fertilizers, sulphates, superphosphates, etc	15,000,000
Cotton, wool, and silk textiles	12,500,000
Paper and lumber	14,000,000
Animal products and refuse: Guano, tallow, hides, etc	10,000,000
Machinery, cars, etc	9,800,000
Food supplies	11,000,000
Total pesetas, Valencia	93,574,000
Imports at other ports in Valencia district	72,000,000
Total	165,574,000

Equal to $24,800,000, or about 26 per cent of the total imports of Spain.

For the first nine months of the present year, the general imports and exports of Spain show a decline of $4,053,700 for the former and $3,100,000 for the latter; but from inclosed statistics, it will be seen that the district of Valencia has substantially increased its exports, notwithstanding the great falling off in wine and oranges, the former being due to the increased production in France and the crisis in French wine trade, and the latter to the partial destruction by frost and storms of the crop that remained on the trees at the beginning of March last. Imports have also increased, though on a smaller scale. The chief wants of the district are sulphate of ammonia, superphosphates, guano and fertilizers, lumber, staves, coal, salt codfish, rails, railway and tramway plant, cars, locomotives, electric appliances, motors, and machinery of nearly every kind—everything, in fact, that could be required in a comparatively flourishing agricultural community with home manufactures still undeveloped. Although agricultural machinery figures among Valencia imports, there is no demand here for such machinery, properly so called.

The customs and habits of the people are opposed to modern agricultural implements and machinery. Besides, the conformation of the farms, subdivided into many small patches, traversed by innumerable irrigating canals and partly covered with fruit trees, leaves no room for machine labor of any kind. The small motors and pumps used in raising water for irrigation are usually classified as agricultural machinery.

Not a single ship flying the United States flag visited this port during the past two years, and with the exception of petroleum, lumber, staves, and an occasional cargo of wheat, it will be seen that the United States column of import statistics is almost one continuous blank. The difficulties to be overcome by importers are much greater than United States manufacturers appear to realize, owing to the total lack of regular and cheap transportation, which can not be established on commercial principles without the certainty of a return cargo.

Even in the matter of staves, Italy, with the advantage of a short passage, rapid delivery at fixed dates, and the certainty of return freight, is now far ahead of the United States in the quantity imported into this district. The ships that carry lumber and staves from America to this port have to travel back the 4,000 miles in ballast to reload, representing an enormous waste of time, capital, and energy which must necessarily increase the cost of the American product. France is also rapidly extending her trade with Valencia, because she has cheap and rapid transport facilities by sea and land; splendidly organized chambers of commerce, subsidized for the study and preparation of statistical information, and, lastly, schools conducted by the Alliance Française under the patronage of the French department of education, devoted to the teaching and propagation of the French language.

The member of the Valencia firm, J. B. Carles & Co., bankers and merchants, who visited the United States this summer with the object of establishing a large direct business in imports of coal, superphosphates, etc., has returned disappointed. He is convinced that the transport and freight difficulty is fatal to business in the articles named, at least while present conditions prevail, but he was highly pleased with the fine quality of the superphosphates offered him, and the lowness of the f. o. b. prices quoted. He also found American manufacturers, on the whole, little disposed to push business on the terms usually conceded in Europe.

The trial cargo of American coal purchased and imported here by the Northern Railway Company was a failure. The coal had been so roughly handled in loading and was so friable, that fully 90 per cent turned out so small that it was of very little commercial value. United States manufactures do find their way to Valencia occasionally, but they come from Paris, Havre, Liverpool, London, Barcelona, and even Genoa. They are generally supplied by non-American agents, who offer European goods from various countries at the same time. Even the storekeeper who sells the American article frequently does not know where it came from originally.

In conclusion, before the work of introducing American products into this country can be undertaken with any prospect of success, American enterprise and capital must devise the means of shortening the immense distance (commercially speaking) which separates the two countries. A direct transport service must be created which will enable American exporters to quote cost and freight prices with delivery at fixed dates at Valencia and other Spanish coast cities. The usual credit facilities accorded by European competitors must also be conceded, or else depots must be established at the principal ports, from which dealers and large consumers can draw their supplies in the quantities and at the times that suit their requirements and convenience. There is absolutely no business to be done here on the United States exporters' system of exacting cash against bills of lading of merchandise which the purchaser has not seen.

J. L. BYRNE, *Vice-Consul.*

VALENCIA, *November 18, 1900.*

STATISTICS OF VALENCIA TRADE.

The following tables give, in United States currency and weights, the principal articles of import and export. Details are given in subsequent tables.

TABLE 1.—*Principal exports from Valencia, 1899.*

Articles.		Quantity.	Value.
Fruits, fresh	kilos[1]	159,697,468	$3,726,672
Fruits, dried	do	1,854,525	185,917
Nuts	do	2,944,205	197,844
Vegetables	do	78,382,987	1,568,740
Skins	do	756,093	204,227
Leather, manufactures of	do	29,685	38,769
Coal	do	329,118	1,106
Glass, pottery, and porcelain	do	10,132	657
Tiles and mosaics	do	859,129	36,308
Wine, common	decaliters[2]	107,258,590	2,402,592
Wine, fine	do	127,648	1,519,000

[1] Kilo equals 2.2 pounds.

[2] Decaliter equals 9.08 quarts.

TABLE 2.—*Principal exports from Valencia, first six months, 1900.*

Articles.	Quantity.	Value.
	Kilos.	
Fruits, fresh	64,819,285	$1,362,476
Fruits, dried	65,562	3,754
Vegetables	28,246,225	1,497,178
Nuts	886,396	48,597
Olive oil	201,530	17,730
Skins	264,810	90,146
Tiles and mosaics	609,674	24,597
Raw tartar	860,505	60,285
Ground pimento	288,754	30,319
Packing paper	330,808	23,156

TABLE 3.—*Principal imports into Valencia, 1899.*

Articles.	Quantity.	
	Kilos.	*Pounds.*
Lime and cement	12,613,384	27,807,466
Petroleum	484,400	1,067,908
	Tons.	*Tons.*
Coal	149,354	149,354
	Kilos.	*Pounds.*
Sulphate of ammonia and nitrate of soda	28,320,614	62,435,626
Artificial fertilizers	26,175,601	57,706,730
Guano and natural fertilizers	10,221,067	22,533,408
		Bushels.
Wheat	49,082,445	1,803,453
		Pounds.
Cotton, and manufactures of	184,684	407,154

TABLE 4.—*Principal imports into Valencia for first six months, 1900.*

Articles.	Quantity.	
	Kilos.	*Pounds.*
Petroleum (raw)	1,432,399	3,157,867
		Bushels.
Wheat	29,797,269	1,094,851
		Pounds.
Dried codfish	1,612,800	3,555,579
Artificial fertilizers	3,596,640	7,929,153
Guano and natural fertilizers	567,071	1,250,165
Sulphate of ammonia and nitrate of soda	22,526,515	49,661,955
		Tons.
Coal	4,221,692	1,885

TABLE 5.—*Valencia exports from January 1 to June 30, 1899, compared with corresponding half year of 1898.*

Articles and destination.		First half year—				Difference first half year 1899.			
		1898.		1899.		Increase.		Decrease.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Building materials:									
France	kilos			1,210					
England	do			3,140					
Porto Rico	do			1,250					
Belgium	do			390					
Total	do	989	90	5,990	120	5,001	100		
Coal: England	do	335,000	8,040	269,118	6,458			65,882	1,582
Pitch and tar:									
France	do			10,000					
Philippines	do			212					
Total	do			10,212	3,064	10,212	3,064		
Brick and paving tiles: France	do	83,110	9,973	1,314	158			81,796	9,815
Mosaics:									
France	do			34,640					
Argentina	do			57,260					
Uruguay	do			1,451					
Total	do			93,351	23,337	93,351	23,337		
Ornamental tiles:									
France	do			43,072					
Algiers	do			16,000					
Belgium	do			44,875					
Philippines	do			4,500					
Holland	do			11,758					
Argentina	do			110,028					
Mexico	do			10,450					
England	do			5,231					
Italy	do			27,984					
Uruguay	do			32,600					
Cuba	do			15,000					
Porto Rico	do			4,000					
Total	do	341,371	136,548	325,438	130,172			15,933	6,376

Clay:									
Cuba	do	......	......	1,350					
England	do	......	......	25					
Total	do	2,500	875	1,375	481	......	......	1,125	394
Old copper:									
France	do	......	......	8,187					
Italy	do	......	......	4,189					
Total	do	4,400	5,500	12,362	15,452	7,962	9,952	......	......
Pottery and porcelain:									
Canary Islands	do	......	......	160					
Cuba	do	......	......	743					
England	do	......	......	408					
Holland	do	......	......	20					
Belgium	do	......	......	150					
Italy	do	......	......	100					
France	do	......	......	182					
Total	do	3,742	3,742	1,763	1,763	......	......	1,979	1,979
Peanut oil:									
Cuba	do	......	......	29,652					
Porto Rico	do	......	......	4,116					
Total	do	25,644	27,952	33,768	86,807	8,124	8,855	......	......
Peanuts:									
England	do	......	......	250,346					
Italy	do	......	......	144,442					
France	do	......	......	127,111					
Canary Islands	do	......	......	3,195					
Holland	do	......	......	195,110					
England	do	......	......	82,222					
Other nations	do	......	......	8,575					
Total	do	1,190,315	476,126	811,001	824,400	......	......	379,314	151,726
Raw tartar:									
France	do	......	......	132,765					
Belgium	do	......	......	242,062					
Germany	do	......	......	37,547					
Italy	do	......	......	7,151					
Total	do	567,323	340,394	419,525	251,715	......	......	147,798	88,679
Starch:									
Cuba	do	......	......	3,880					
Canary Islands	do	......	......	55					
Total	do	1,754	930	3,935	2,085	2,181	1,156	......	......

TABLE 5.—*Valencia exports from January 1 to June 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.	First half year—				Difference first half year 1899.			
	1898.		1899.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Hard soap:								
Argentina ....kilos..	....	....	1,240					
Uruguay ....do..	....	....	552					
Total ....do..	470	244	1,792	981	1,322	687	....	....
Cotton thread:								
England ....do..	....	....	132					
France ....do..	....	....	188					
Total ....do..	....	....	320	1,920	320	1,920	....	....
Jute sacks:								
France ....number..	....	....	29,415					
England ....do..	....	....	180					
Total ....do..	19,281	19,281	29,595	29,595	10,314	10,814	....	....
Raw wool:								
France ....kilos..	....	....	21,268					
Holland ....do..	....	....	470					
Total ....do..	255,866	291,453	21,738	23,911	....	....	234,128	267,542
Silk refuse:								
England ....do..	....	....	1,220					
France ....do..	....	....	339					
Cuba ....do..	....	....	4,950					
Total ....do..	3,986	47,832	6,509	78,108	2,523	30,276	....	....
Raw silk: Cuba ....do..	206	8,240	2,475	99,000	2,269	90,760	....	....
Silk fabrics:								
Argentina ....do..	....	....	152					
Mexico ....do..	....	....	278					
Total ....do..	149	17,880	430	51,600	281	33,720	....	....

Cigarette paper:										
Germany	do			1,057						
Argentina	do			150						
Total	do	3,536	8,486	1,207	2,896				2,329	5,590
Brown packing paper:										
Porto Rico	do			108,549						
Cuba	do			329,469						
Germany	do			275						
England	do			4,950						
France	do			1,194						
Total	do	330,098	181,551	444,437	24,440	114,344	62,889			
Wood:										
England	do			12,000						
France	do			250						
Total	do	15,000	450	12,250	367				2,750	88
Furniture:										
France	do			2,105						
Mexico	do			926						
Canary Islands	do			227						
Porto Rico	do			640						
Cuba	do			221						
Germany	do			12						
Belgium	do			1,700						
Argentina	do			1,500						
England	do			450						
Uruguay	do			7,069						
Italy	do			28						
Total	do	2,952	2,952	14,878	14,878	11,946	11,946			
New casks and barrels:										
France	do			14,500						
England	do			1,480						
Argentina	do			25,950						
Holland	do			9,000						
Brazil	do			59,915						
Total	do	43,400	17,360	110,845	44,338	67,445	26,978			
Palm branches:										
England	do			12,400						
France	do			180						
Total	do	4,770	954	12,580	2,516	7,810	1,562			

TABLE 5.—*Valencia exports from January 1 to June 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.		First half year—				Difference first half year 1899.			
		1898.		1899.		Increase.		Decrease.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Sheepskins:									
France	kilos			25,809					
Germany	do			62,375					
Belgium	do			470					
England	do			32,193					
Italy	do			9,188					
Total	do	320,893	513,429	130,035	208,056			190,858	305,373
Goatskins:									
France	do			21,045					
England	do			4,500					
United States	do			5,591					
Total	do	1,000	8,750	31,136	116,760	30,136	113,010		
Other dressed skins:									
Germany	do			5,880					
Italy	do			68					
Total	do			5,948	9,516	5,948			
Sole leather:									
Canary Islands	do			750					
England	do			2,950					
Total	do	28,138	112,600	3,700	14,800			24,438	97,800
Tanned calf:									
Canary Islands	do			776					
Germany	do			430					
Porto Rico	do			602					
Total	do	2,749	27,490	1,808	18,080			941	9,410
Chamois and morocco leather:									
Germany	do			655					
Porto Rico	do			30					
Cuba	do			37					
Total	do	3,874	23,244	722	4,332			3,152	18,912

Boots and shoes:									
Canary Islands	do	...	...	402					
Cuba	do	...	...	388					
Philippines	do	...	...	291					
Total	do	2,874	45,984	1,081	17,296	...	...	1,793	28,688
Harness, Canary Islands	do	240	1,920	250	2,000	10	80	...	...
Dried intestines, Germany	do	...	...	4,785	9,570	4,785	9,570	...	...
Bones, horns, etc.:									
Austria	do	...	...	58,610					
Belgium	do	...	...	8,718					
France	do	...	...	23,568					
Porto Rico	do	...	...	500					
Total	do	68,366	8,887	91,396	11,881	23,080	2,994	...	...
Machines:									
Germany	do	...	...	80					
Cuba	do	...	...	700					
Mexico	do	...	...	6,441					
Total	do	5,170	6,566	7,221	9,170	2,051	2,604	...	...
Guitars:									
Italy	number	...	...	641					
France	do	...	...	253					
Philippines	do	...	...	40					
Germany	do	...	...	202					
England	do	...	...	243					
Cuba	do	...	...	100					
Holland	do	...	...	58					
Uruguay	do	...	...	124					
Argentina	do	...	...	38					
Porto Rico	do	...	...	130					
Total	do	2,025	24,300	1,829	21,948	...	...	196	2,352
Salt sardines:									
Italy	kilos	...	...	3,598					
France	do	...	...	2,640					
Total	do	9,980	3,493	6,238	2,181	...	...	3,747	1,812
Rice:									
Canary Islands	do	...	...	17,520					
Philippines	do	...	...	990					
Cuba	do	...	...	455,599					
Porto Rico	do	...	...	1,802,114					
France	do	...	...	30,690					

TABLE 5.—*Valencia exports from January 1 to June 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.	First half year—				Difference first half year 1899.			
	1898.		1899.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Rice—Continued.								
Argentina ....kilos..	....	....	3,724					
Uruguay ....do....	....	....	18,158					
Algiers ....do....	....	....	155,782					
Total ....do....	11,071,056	4,428,422	2,484,577	593,830	....	....	8,587,479	3,834,592
Chick-peas:								
France ....do....	....	....	103					
Argentina ....do....	....	....	6,328					
Uruguay ....do....	....	....	1,974					
Cuba ....do....	....	....	10,780					
Total ....do....	3,222	1,933	19,185	11,501	15,963	9,578	....	....
Garlic:								
France ....do....	....	....	1,298					
England ....do....	....	....	2,695					
Porto Rico ....do....	....	....	7,900					
Cuba ....do....	....	....	145,350					
Total ....do....	28,738	14,369	157,243	78,621	128,505	64,252	....	....
Onions:								
England ....do....	....	....	10,857,490					
Belgium ....do....	....	....	11,270					
Total ....do....	4,783,026	572,963	10,868,760	1,304,251	6,085,734	731,288	....	....
Potatoes:								
France ....do....	....	....	19,078					
England ....do....	....	....	196,898					
Porto Rico ....do....	....	....	27,434					
Total ....do....	45,765	5,084	243,405	26,774	197,640	21,740	....	....
Tomatoes:								
England ....do....	....	....	1,165,912					
France ....do....	....	....	25,601					
Total ....do....	1,512,974	196,687	1,191,513	154,896	....	....	321,461	41,791

Almonds:									
In shells—									
Argentina	do			2,014					
Uruguay	do			1,674					
England	do			1,170					
France	do			15,070					
Total	do	85,196	85,196	19,928	19,928			65,268	65,268
Shelled—									
France	do			5,586					
Mexico	do			6,089					
Argentina	do			7,230					
Uruguay	do			778					
England	do			41,106					
Total	do	101,010	217,172	60,739	130,588			40,271	86,584
Dried figs:									
Cuba	do			2,930					
Belgium	do			4,500					
Porto Rico	do			1.404					
Total	do	6,731	1,885	8,834	2,478	2,108	588		
Rasins:									
France	do			7,283					
England	do			8,875					
Holland	do			7,000					
Other nations	do			10,150					
Total	do	138,461	83,077	33,308	26,644			105,153	56,433
Other dried fruits:									
England	do			231,106					
Algiers	do			2,177					
Other nations	do			1,290					
Total	do	207,742	8,309	234,573	98,829	26,881	10,732		
Lemons:									
England	do			31,706					
France	do			580					
Total	do	52,570	9,463	32,286	5,811			20,284	3,652
Oranges:									
Germany	do			1,226,410					
Italy	do			121,663					
England	do			74,711,777					
France	do			265,378					

TABLE 5.—*Valencia exports from January 1 to June 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.		First half year—				Difference first half year 1899.			
		1898.		1899.		Increase.		Decrease.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Oranges—Continued.									
Norway	kilos			965,100					
Holland	do			2,436,215					
Belgium	do			2,748,505					
Other nations	do			4,660					
Total	do	41,357,831	6,617,253	84,479,708	18,516,958	43,121,877	6,899,700		
Melons:									
England	do			59,160					
Algiers	do			9,300					
Other nations	do			668					
Total	do	104,710	20,942	69,128	13,825			35,582	7,117
Saffron:									
Italy	do			169					
England	do			900					
France	do			162					
Mexico	do			156					
Germany	do			50					
Uruguay	do			57					
Argentina	do			414					
Holland	do			92					
Cuba	do			104					
Porto Rico	do			622					
Total	do	3,626	326,340	2,726	245,340			900	81,000
Liquors:									
England	liters			21,620					
Uruguay	do			515					
Brazil	do			20					
Total	do	23,830	47,660	22,155	44,310			1,675	3,350
Common wines:									
France	[1] decaliters			38,045,149					
Philippines	do			99,260					
Cuba	do			1,152,658					
Japan	do			406,395					
China	do			1,102					

Brazil	do			2,828,485					
Mexico	do			18,159					
Porto Rico	do			4,863					
Germany	do			37.234					
Belgium	do			218,292					
Uruguay	do			1,298,543					
Holland	do			584,746					
England	do			899,249					
Argentina	do			2,187,478					
Norway	do			104,723					
Italy	do			278,890					
Total		64,614,733	10,338,357	47,100,226	7,536,036			17,514,507	2,802,821
Fine wines:									
France	[2]liters			130					
Uruguay	do			1,380					
Norway	do			1,002					
England	do			535					
Brazil	do			16,700					
Belgium	do			1,300					
Other nations	do			2,190					
Total				23,147	19,674	23,147	19,674		
Straw and fodder:									
France	kilos			212,715					
Germany	do			906,411					
Holland	do			78,456					
England	do			46,700					
Belgium	do			85,360					
Total				1,279.642	89,574	277,405	19,417		
Bran:									
Germany	kilos			55,000					
France	do			9,900					
Total		110	13	64,990	7,788	64,790	7,775		
Food preserves:									
England	kilos			25,851					
Argentina	do			2,185					
Uruguay	do			382					
Cuba	do			8,232					
Belgium	do			4,160					
Total		38,451	57,677	40,811	61,210	2,360	3,539		

[1] 2.642 gallons.

[2] 2.113 American pints.

TABLE 5.—*Valencia exports from January 1 to June 30, 1899, compared with corresponding half year of 1898.*

Articles and destination.		First half year—				Difference first half year 1899.			
		1898.		1899.		Increase.		Decrease.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Building materials:									
France	kilos			1,210					
England	do			3,140					
Porto Rico	do			1,250					
Belgium	do			390					
Total	do	989	90	5,990	120	5,001	100		
Coal: England	do	335,000	8,040	269,118	6,458			65,882	1,582
Pitch and tar:									
France	do			10,000					
Philippines	do			212					
Total	do			10,212	3,064	10,212	3,064		
Brick and paving tiles: France	do	33,110	9,973	1,314	158			31,796	9,815
Mosaics:									
France	do			34,640					
Argentina	do			57,260					
Uruguay	do			1,451					
Total	do			93,351	23,337	93,351	23,337		
Ornamental tiles:									
France	do			43,072					
Algiers	do			16,000					
Belgium	do			44,875					
Philippines	do			4,500					
Holland	do			11,753					
Argentina	do			110,023					
Mexico	do			10,450					
England	do			5,231					
Italy	do			27,934					
Uruguay	do			32,600					
Cuba	do			15,000					
Porto Rico	do			4,000					
Total	do	341,871	136,548	325,438	130,172			15,933	6,376

Clay:									
Cuba	do.			1,350					
England	do.			25					
Total	do.	2,500	875	1,375	481			1,125	394
Old copper:									
France	do.			8,137					
Italy	do.			4,189					
Total	do.	4,400	5,500	12,362	15,452	7,962	9,952		
Pottery and porcelain:									
Canary Islands	do.			160					
Cuba	do.			743					
England	do.			408					
Holland	do.			20					
Belgium	do.			150					
Italy	do.			100					
France	do.			182					
Total	do.	3,742	3,742	1,763	1,763			1,979	1,979
Peanut oil:									
Cuba	do.			29,652					
Porto Rico	do.			4,116					
Total	do.	25,644	27,952	33,768	36,807	8,124	8,855		
Peanuts:									
England	do.			250,346					
Italy	do.			144,442					
France	do.			127,111					
Canary Islands	do.			3,195					
Holland	do.			195,110					
England	do.			82,222					
Other nations	do.			8,575					
Total	do.	1,190,315	476,126	811,001	324,400			379,314	151,726
Raw tartar:									
France	do.			132,765					
Belgium	do.			242,062					
Germany	do.			37,547					
Italy	do.			7,151					
Total	do.	567,323	340,394	419,525	251,715			147,798	88,679
Starch:									
Cuba	do.			3,880					
Canary Islands	do.			55					
Total	do.	1,754	930	3,935	2,085	2,181	1,155		

TABLE 5.—*Valencia exports from January 1 to June 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.	First half year—				Difference first half year 1899.			
	1898.		1899.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Hard soap:								
Argentina ..... kilos			1,240					
Uruguay ..... do			552					
Total ..... do	470	244	1,792	981	1,322	687		
Cotton thread:								
England ..... do			132					
France ..... do			188					
Total ..... do			320	1,920	320	1,920		
Jute sacks:								
France ..... number			29,415					
England ..... do			180					
Total ..... do	19,281	19,281	29,595	29,595	10,314	10,314		
Raw wool:								
France ..... kilos			21,268					
Holland ..... do			470					
Total ..... do	255,866	291,453	21,738	23,911			234,128	257,542
Silk refuse:								
England ..... do			1,220					
France ..... do			339					
Cuba ..... do			4,950					
Total ..... do	3,986	47,882	6,509	78,108	2,523	30,276		
Raw silk: Cuba ..... do	206	8,240	2,475	99,000	2,269	90,760		
Silk fabrics:								
Argentina ..... do			152					
Mexico ..... do			278					
Total ..... do	149	17,880	430	51,600	281	33,720		

Cigarette paper:									
Germany	do.	....	....	1,057					
Argentina	do.	....	....	150					
Total	do.	3,536	8,486	1,207	2,896	....	....	2,829	5,590
Brown packing paper:									
Porto Rico	do.	....	....	108,549					
Cuba	do.	....	....	329,469					
Germany	do.	....	....	275					
England	do.	....	....	4,960					
France	do.	....	....	1,194					
Total	do.	830,098	181,551	444,437	24,440	114,344	62,889	....	....
Wood:									
England	do.	....	....	12,000					
France	do.	....	....	250					
Total	do.	15,000	450	12,250	367	....	....	2,750	88
Furniture:									
France	do.	....	....	2,105					
Mexico	do.	....	....	926					
Canary Islands	do.	....	....	227					
Porto Rico	do.	....	....	640					
Cuba	do.	....	....	221					
Germany	do.	....	....	12					
Belgium	do.	....	....	1,700					
Argentina	do.	....	....	1,500					
England	do.	....	....	450					
Uruguay	do.	....	....	7,069					
Italy	do.	....	....	28					
Total	do.	2,932	2,932	14,878	14,878	11,946	11,946	....	....
New casks and barrels:									
France	do.	....	....	14,500					
England	do.	....	....	1,480					
Argentina	do.	....	....	25,950					
Holland	do.	....	....	9,000					
Brazil	do.	....	....	59,915					
Total	do.	48,400	17,360	110,845	44,338	67,445	26,978	....	....
Palm branches:									
England	do.	....	....	12,400					
France	do.	....	....	180					
Total	do.	4,770	954	12,580	2,516	7,810	1,562	....	....

TABLE 5.—*Valencia exports from January 1 to June 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.		First half year—				Difference first half year 1899.			
		1898.		1899.		Increase.		Decrease.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Sheepskins:									
France	kilos			25,809					
Germany	do			62,375					
Belgium	do			470					
England	do			32,193					
Italy	do			9,188					
Total	do	320,893	513,429	130,035	208,056			190,858	305,373
Goatskins:									
France	do			21,045					
England	do			4,500					
United States	do			5,591					
Total	do	1,000	3,750	31,136	116,760	30,136	113,010		
Other dressed skins:									
Germany	do			5,880					
Italy	do			68					
Total	do			5,948	9,516	5,948			
Sole leather:									
Canary Islands	do			750					
England	do			2,950					
Total	do	28,138	112,600	3,700	14,800			24,438	97,800
Tanned calf:									
Canary Islands	do			776					
Germany	do			430					
Porto Rico	do			602					
Total	do	2,749	27,490	1,808	18,080			941	9,410
Chamois and morocco leather:									
Germany	do			655					
Porto Rico	do			30					
Cuba	do			37					
Total	do	3,874	23,244	722	4,332			3,152	18,912

Boots and shoes:									
Canary Islands	do			402					
Cuba	do			388					
Philippines	do			291					
Total	do	2,874	45,984	1,081	17,296			1,798	28,688
Harness, Canary Islands	do	240	1,920	250	2,000	10	80		
Dried intestines, Germany	do			4,785	9,570	4,785	9,570		
Bones, horns, etc.:									
Austria	do			58,610					
Belgium	do			8,718					
France	do			23,568					
Porto Rico	do			500					
Total	do	68,366	8,887	91,396	11,881	23,090	2,994		
Machines:									
Germany	do			80					
Cuba	do			700					
Mexico	do			6,441					
Total	do	5,170	6,566	7,221	9,170	2,051	2,604		
Guitars:									
Italy	number			641					
France	do			258					
Philippines	do			40					
Germany	do			202					
England	do			243					
Cuba	do			100					
Holland	do			58					
Uruguay	do			124					
Argentina	do			38					
Porto Rico	do			130					
Total	do	2,025	24,300	1,829	21,948			196	2,352
Salt sardines:									
Italy	kilos			3,593					
France	do			2,640					
Total	do	9,980	3,493	6,233	2,181			8,747	1,312
Rice:									
Canary Islands	do			17,520					
Philippines	do			990					
Cuba	do			455,599					
Porto Rico	do			1,802,114					
France	do			30,690					

TABLE 5.—*Valencia exports from January 1 to June 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.		First half year—				Difference first half year 1899.			
		1898.		1899.		Increase.		Decrease.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Rice—Continued.									
Argentina	kilos	....	....	8,724					
Uruguay	do	....	....	18,158					
Algiers	do	....	....	155,782					
Total	do	11,071,056	4,428,422	2,484,577	593,830	....	....	8,587,479	3,834,592
Chick-peas:									
France	do	....	....	103					
Argentina	do	....	....	6,328					
Uruguay	do	....	....	1,974					
Cuba	do	....	....	10,780					
Total	do	3,222	1,933	19,185	11,501	15,963	9,578	....	....
Garlic:									
France	do	....	....	1,298					
England	do	....	....	2,695					
Porto Rico	do	....	....	7,900					
Cuba	do	....	....	145,350					
Total	do	28,738	14,369	157,243	78,621	128,505	64,252	....	....
Onions:									
England	do	....	....	10,857,490					
Belgium	do	....	....	11,270					
Total	do	4,783,026	572,963	10,868,760	1,304,251	6,085,734	731,288	....	....
Potatoes:									
France	do	....	....	19,073					
England	do	....	....	196,898					
Porto Rico	do	....	....	27,434					
Total	do	45,765	5,034	243,405	26,774	197,640	21,740	....	....
Tomatoes:									
England	do	....	....	1,165,912					
France	do	....	....	25,601					
Total	do	1,512,974	196,687	1,191,513	154,896	....	....	321,461	41,791

Almonds:									
In shells—									
Argentina	do	...	...	2,014					
Uruguay	do	...	...	1,674					
England	do	...	...	1,170					
France	do	...	...	15,070					
Total	do	85,196	85,196	19,928	19,928	...	...	65,268	65,268
Shelled—									
France	do	...	...	5,586					
Mexico	do	...	...	6,089					
Argentina	do	...	...	7,230					
Uruguay	do	...	...	778					
England	do	...	...	41,106					
Total	do	101,010	217,172	60,739	130,588	...	...	40,271	86,584
Dried figs:									
Cuba	do	...	...	2,930					
Belgium	do	...	...	4,500					
Porto Rico	do	...	...	1.404					
Total	do	6,731	1,885	8,834	2,473	2,108	588	...	...
Rasins:									
France	do	...	...	7,283					
England	do	...	...	8,875					
Holland	do	...	...	7,000					
Other nations	do	...	...	10,150					
Total	do	138,461	83,077	33,308	26,644	...	...	105,153	56,438
Other dried fruits:									
England	do	...	...	231,106					
Algiers	do	...	...	2,177					
Other nations	do	...	...	1,290					
Total	do	207,742	8,309	234,573	93,829	26,831	10,732	...	...
Lemons:									
England	do	...	...	31,706					
France	do	...	...	580					
Total	do	52,570	9,463	32,286	5,811	...	...	20,284	8,652
Oranges:									
Germany	do	...	...	1,226,410					
Italy	do	...	...	121,663					
England	do	...	...	74,711,777					
France	do	...	...	265,378					

TABLE 5.—*Valencia exports from January 1 to June 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.	First half year—				Difference first half year 1899.			
	1898.		1899.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Oranges—Continued.								
Norway ... kilos	...	...	965,100					
Holland ... do	...	...	2,436,215					
Belgium ... do	...	...	2,748,505					
Other nations ... do	...	...	4,660					
Total ... do	41,357,831	6,617,258	84,479,708	13,516,958	43,121,877	6,899,700	...	...
Melons:								
England ... do	...	...	59,160					
Algiers ... do	...	...	9,300					
Other nations ... do	...	...	668					
Total ... do	104,710	20,942	69,128	13,825	...	...	35,582	7,117
Saffron:								
Italy ... do	...	...	169					
England ... do	...	...	900					
France ... do	...	...	162					
Mexico ... do	...	...	156					
Germany ... do	...	...	50					
Uruguay ... do	...	...	57					
Argentina ... do	...	...	414					
Holland ... do	...	...	92					
Cuba ... do	...	...	104					
Porto Rico ... do	...	...	622					
Total ... do	3,626	326,340	2,726	245,340	...	...	900	81,000
Liquors:								
England ... liters	...	...	21,620					
Uruguay ... do	...	...	515					
Brazil ... do	...	...	20					
Total ... do	23,830	47,660	22,155	44,310	...	...	1,675	3,350
Common wines:								
France ... [1] decaliters	...	...	38,045,149					
Philippines ... do	...	...	99,260					
Cuba ... do	...	...	1,152,658					
Japan ... do	...	...	406,395					
China ... do	...	...	1,102					

Brazil	do			2,328,485					
Mexico	do			18,159					
Porto Rico	do			4,863					
Germany	do			37,234					
Belgium	do			218,292					
Uruguay	do			1,293,543					
Holland	do			584,746					
England	do			399,249					
Argentina	do			2,187,478					
Norway	do			104,723					
Italy	do			278,890					
Total		64,614,733	10,338,357	47,100,226	7,536,036			17,514,507	2,802,821
Fine wines:									
France	[2] liters			180					
Uruguay	do			1,380					
Norway	do			1,002					
England	do			535					
Brazil	do			16,700					
Belgium	do			1,300					
Other nations	do			2,190					
Total				23,147	19,674	28,147	19,674		
Straw and fodder:									
France	kilos			212,715					
Germany	do			906,411					
Holland	do			78,456					
England	do			46,700					
Belgium	do			35,360					
Total				1,279,642	89,574	277,405	19,417		
Bran:									
Germany	kilos			55,000					
France	do			9,900					
Total		110	13	64,990	7,788	64,790	7,775		
Food preserves:									
England	kilos			25,851					
Argentina	do			2,185					
Uruguay	do			382					
Cuba	do			8,232					
Belgium	do			4,160					
Total		38,451	57,677	40,811	61,210	2,360	3,539		

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[1] 2.642 gallons.

[2] 2.113 American pints.

TABLE 5.—*Valencia exports from January 1 to June 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.	First half year—				Difference first half year 1899.			
	1898.		1899.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Honey:								
Algiers ... kilos	...	...	26,300					
Other nations ... do	...	...	645					
Total	17,500	15,750	26,945	24,250	9,445	8,500	...	...
Fans:								
Italy ... kilos	...	...	2,634					
Porto Rico ... do	...	...	361					
England ... do	...	...	320					
France ... do	...	...	828					
Cuba ... do	...	...	547					
Other nations ... do	...	...	615					
Total	5,451	108,620	5,205	104,100	...	...	226	4,520
Sandals:								
Cuba ... number	...	...	24,088					
Porto Rico ... do	...	...	21,570					
Total	59,418	6,581	45,558	4,575	...	...	13,860	1,756
Playing cards:								
Cuba ... kilos	...	...	2,991					
Mexico ... do	...	...	226					
Porto Rico ... do	...	...	2,296					
Other nations ... do	...	...	510					
Total	2,886	28,860	7,593	59,730	3,087	30,870	...	...
Total	...	...	...	[1] 25,792,698	380,284	89,775	17,523,593	2,809,097

[1] Equals $3,610,974.

Net increase of exports for first half of 1899 compared with first half of 1898, 22,700 tons; value, 296,939 pesetas or $44,000.

TABLE 6.—*Valencia exports from July 1 to December 30, 1899, compared with corresponding half year of 1898.*

Articles and destination.	Second half year—				Difference second half year 1899.			
	1899.		1898.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Building material: France ... kilos	1,220	24.40	25,470	509.40	...	...	24,250	485.00
Coal: France ... do	60,000	1,440.00	225,000	5,400.00	...	...	165,000	3,960.00
Common glass:								
Philippine Islands ... do	3,690							
Argentina ... do	2,615							
Uruguay ... do	800							
England ... do	404							
Other nations ... do	860							
Total ... do	8,369	2,929.15	150	52.50	8,219	2,875.65	...	...
Bricks, paving tiles:								
Cuba ... do	31,000							
France ... do	4,350							
Italy ... do	3,800							
Canary Islands ... do	225							
Total ... do	39,375	4,725.00	47,210	5,665.20	...	...	7,835	940.20
Mosaics:								
Argentina ... do	55,600							
France ... do	24,583							
Cuba ... do	52,700							
Other nations ... do	16,203							
England ... do	8,000							
Total ... do	157,086	3,927.15	43,200	1,080.00	113,886	2,847.15	...	...
Ornamental tiles:								
Argentina ... do	101,963							
Cuba ... do	48,680							
France ... do	12,518							
Belgium ... do	6,875							
Other nations ... do	72,509							
Total ... do	242,565	97,026.00	262,150	104,860.00	...	...	19,585	7,834.00
Clay:								
Argentina ... do	9,560							
Cuba ... do	6,229							

TABLE 6.—*Valencia exports from July 1 to December 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.	Second half year—				Difference second half year 1899.			
	1899.		1898.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Clay—Continued.								
England ....kilos..	1,600							
France ....do....	100							
Total ....do....	74,489	6,121.15	4,015	1,405.25	13,474	4,715.90		
Peanut oil:								
Cuba ....do....	24,053							
Porto Rico ....do....	14,704							
France ....do....	550							
Mexico ....do....	320							
Total ....do....	39,627	43,589.70	24,115	25,526.50	15,512	17,063.20		
Peanuts:								
France ....do....	229,160							
Holland ....do....	753,177							
Italy ....do....	848,135							
Algiers ....do....	875,550							
Other nations ....do....	178,693							
Total ....do....	1,884,715	753,886.00	1,189,310	475,724.00	695,405	278,162.00		
Raw tartar:								
Belgium ....do....	229,558							
France ....do....	150,715							
England ....do....	185,595							
Holland ....do....	49,980							
Other nations ....do....	3,010							
Total ....do....	618,858	371,314.80	498,170	298,902.00	120,688	72,412.80		
Chemical products:								
Cuba ....do....	1,664							
France ....do....	270							
Porto Rico ....do....	220							
Philippine Islands ....do....	160							
Total ....do....	2,314	1,504.10	2,418	1,571.70			104	67.80

Starch:								
Cuba ....do....	4,945							
France ....do....	990							
Canary Islands ....do....	45							
Total ....do....	5,980	3,169.80	877	464.81	5,103	2,704.59		
Linen fabrics: Argentina ....do....	446	2,676.00			446	2,676.00		
Linen and hemp fabrics:								
Porto Rico ....do....	1,140							
Argentina ....do....	385							
Total ....do....	1,525	2,287.50			1,525	2,287.50		
Jute sacks:								
France ....pieces..	15,043							
Porto Rico ....do....	11,420							
Italy ....do....	9,913							
Germany ....do....	7,504							
Other nations ....do....	24,054							
Total ....do....	67,934	65,935.00	18,380	18,380.00	47,554	47,554.00		
Raw wool:								
France ....kilos..	60,085							
Italy ....do....	10,200							
Germany ....do....	6,900							
England ....do....	3,260							
Other nations ....do....	4,671							
Total ....do....	85,116	93,627.60	171,360	188,496.00			86,244	94,868.40
Pure silk fabrics:								
Argentina ....do....	262							
France ....do....	60							
Other nations ....do....	23							
Total ....do....	345	34,500.00	120	12,000.00	225	22,500.00		
Silk:								
Argentina ....do....	106							
Canary Islands ....do....	33							
Total ....do....	139	20,155.00	180	26,100.00			41	5,945.00
Silk cocoons:								
France ....do....	5,855							
Italy ....do....	5,373							
Total ....do....	11,228							

TABLE 6.—*Valencia exports from July 1 to December 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and designation.	Second half year—				Difference second half year 1899.			
	1899.		1898.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Silk refuse:								
England ....kilos..	1,870							
France ....do....	951							
Total ....do....	2,821	16,926.00	3,170	19,020.00	....	....	349	2,094.00
Cigarette paper:								
Germany ....do....	110							
Canary Islands ....do....	900							
France ....do....	815							
Italy ....do....	700							
Other nations ....do....	430							
Total ....do....	2,955	7,092.00	5,100	12,240.00	....	....	2,145	5,148.00
Books and music:								
Cuba ....do....	98							
Argentina ....do....	117							
Mexico ....do....	135							
Total ....do....	350	1,050.00	....	....	350	1,050.00	....	....
Brown packing paper:								
Cuba ....do....	75,862							
Porto Rico ....do....	170,075							
England ....do....	6,716							
France ....do....	280							
Other nations ....do....	1,480							
Total ....do....	254,413	139,888.65	228,267	125,546.85	26,076	14,341.80	....	....
Casks and barrels:								
Cuba ....do...	387,809							
Argentina ....do....	378,810							
Brazil ....do....	172,010							
Uruguay ....do....	145,521							
Other nations ....do....	158,625							
Total ....do....	1,252,775	501,070.00	23,370	9,348.00	1,229,305	491,722.00	....	....

Esparto: Italy	do	1,975	790.00	...	...	1,975	790.00	...	...
Mules: Cape of Good Hope	head	424	190,600.00	...	...	424	190,600.00	...	...
Sheepskins:									
England	kilos	196,025							
Germany	do	147,012							
France	do	46,890							
Belgium	do	25,199							
Other nations	do	17,962							
Total	do	432,068	691,388.80	332,470	531,950.00	99,618	159,388.80	...	...
Goatskins:									
France	do	43,119							
England	do	48,268							
Holland	do	4,500							
Total	do	95,887	335,604.50	100,270	350,945.00	...	...	4,883	15,340.50
Other skins, raw and dressed:									
France	do	28,707							
Holland	do	23,249							
England	do	2,995							
Germany	do	5,880							
Other nations	do	68							
Total	do	60,999	97,438.40	670	1,072.00	60,229	96,366.40	...	...
Tanned calfskins:									
France	do	5,240							
Canary Islands	do	910							
Porto Rico	do	786							
Germany	do	508							
Total	do	7,444	74,440.00	2,158	21,580.00	5,286	52,860.00	...	...
Chamois leather:									
Germany	do	1,225							
France	do	1,100							
Cuba	do	37							
Porto Rico	do	30							
Total	do	2,392	14,352.00	3,318	19,908.00	...	...	926	5,556.00
Boots and shoes:									
Porto Rico	do	3,985							
Canary Islands	do	2,994							
Philippines	do	774							
Total	do	7,753	124,048.00	4,217	67,472.00	3,536	56,576.00	...	...

TABLE 6.—*Valencia exports from July 1 to December 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and designation.	Second half year—				Difference second half year 1899.			
	1899.		1898.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Tallow:								
England .... kilos..	1,510							
France .... do....	782							
Total .... do....	2,292	916.80	....	....	2,292	916.80	....	....
Dried intestines:								
Germany .... do....	3,350							
England .... do....	1,415							
Total .... do....	4,765	9,530.00	1,864	3,728.00	2,901	5,802.00	....	....
Bones, horns, etc.:								
France .... do....	44,200							
Belgium .... do....	7,209							
England .... do....	6,015							
Total .... do....	57,424	7,465.12	72,246	9,391.98	....	....	14,822	1,926.86
Machines:								
Mexico .... do....	1,000							
Argentina .... do....	854							
Total .... do....	1,854	2,410.20	4,750	6,175.00	....	....	2,896	3,764.80
Guitars:								
France .... number..	1,138							
Italy .... do....	353							
England .... do....	694							
Germany .... do....	621							
Other nations .... do....	910							
Total .... do....	3,716	44,592.00	2,110	25,320.00	1,606	19,272.00	....	....
Rice:								
Porto Rico .... kilos..	3,722,613							
Cuba .... do....	274,960							
France .... do....	876,588							
Argentina .... do....	6,890							
Algiers .... do....	54,375							

Other nations	do.	378,541							
Total	do.	5,313,967	1,925,586.80	6,858,804	2,753,521.00	....	....	2,044,837	817,984.80
Salt sardines: Italy	do.	4,800							
Chick-peas:									
Argentina	do.	990							
Uruguay	do.	1,100							
Total	do.	2,090	1,254.00	1,000	600.00	1,090	654.00	....	....
Haricot beans:									
Algiers	do.	141,310							
France	do.	57,630							
Porto Rico	do.	19,800							
Other nations	do.	5,199							
Total	do.	223,939	67,181.70	360,760	108,228.00	....	....	136,821	41,046.30
Garlic:									
Cuba	do.	129,972							
Porto Rico	do.	32,787							
Brazil	do.	26,170							
Other nations	do.	300							
Total	do.	189,229	94,614.50	36,940	18,470.00	152,289	76,144.50	....	....
Onions:									
England	do.	52,805,427							
France	do.	3,299,631							
Brazil	do.	125,800							
Germany	do.	88,242							
Other nations	do.	166,960							
Total	do.	56,486.060	6,778,363.20	40,737,545	4,888,505.40	15,748,815	1,889,857.80	....	....
Potatoes:									
Porto Rico	do.	16,250							
Brazil	do.	29,000							
France	do.	3,650							
Total	do.	48,900	5,379.00	13,200	1,452.00	35,700	3,927.00	....	....
Tomatoes:									
England	do.	1,139,540							
France	do.	105,690							
Cuba	do.	4,200							
Porto Rico	do.	3,500							
Other nations	do.	1,180							
Total	do.	1,254,110	163,034.30	1,102,340	143,304.20	151,770	19,730.10	....	....

TABLE 6.—*Valencia exports from July 1 to December 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.	Second half year—				Difference second half year 1899.			
	1899.		1898.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Valve.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Chestnuts:								
Brazil ... kilos..	25,580							
Argentina ... do....	3,500							
Total ... do....	29,080	6,397.60	9,800	2,156.00	19,280	4,241.60	....	....
Almonds in shell:								
France ... do....	25,440							
England ... do....	31,302							
Argentina ... do....	30,249							
Total ... do....	86,991	86,991.00	163,860	163,860.00	....	....	76,379	76,379.00
Almonds shelled:								
England ... do....	25,690							
Argentina ... do....	5,754							
Other nations ... do....	8,415							
Total ... do....	39,859	85,696.85	109,434	235,283.10	....	....	69,575	149,586.25
Filberts: Algiers ... do....	7,750	3,875.00	6,299	3,149.50	1,451	725.50	....	....
Dried figs:								
England ... do....	109,550							
France ... do....	27,080							
Holland ... do....	17,500							
Germany ... do....	12,200							
Other nations ... do....	14,591							
Total ... do....	180,921	54,216.30	300,396	90,118.80	....	....	119,675	35,902.50
Walnuts:								
Algiers ... do....	2,382							
Oran ... do....	1,400							
Brazil ... do....	360							
Total ... do....	4,142	1,408.28	470	159.80	3,672	1,248.48	....	....

Raisins:								
England .... do....	675,557							
France .... do....	297,794							
Italy .... do....	86,239							
Germany .... do....	81,046							
Other nations .... do....	33,963							
Total .... do....	1,174,599	704,759.40	1,337,711	802,680.20	....	....	163,118	97,870.80
Chufas (edible cyperus):								
England .... do....	208,300							
France .... do....	16,324							
Uruguay .... do....	544							
Other nations .... do....	2,122							
Total .... do....	222,290	88,916.00	174,118	69,887.20	47,572	19,028.80	....	....
Lemons:								
England .... do....	175,306							
France .... do....	2,100							
Total .... do....	177,406	81,983.08	210,490	37,888.20	....	....	33,084	5,955.12
Pomegranates:								
England .... do....	1,949,175							
France .... do....	15,790							
Germany .... do....	2,750							
Holland .... do....	2,500							
Other nations .... do....	170							
Total .... do....	1,970,385	334,965.45	1,498,897	264,812.49	471,488	80,152.96	....	....
Oranges:								
England .... do....	41,317,541							
France .... do....	5,486,083							
Belgium .... do....	1,188,430							
Holland .... do....	1,138,631							
Other nations .... do....	257,013							
Total .... do....	49,387,648	7,902,023.68	56,093,560	8,974,969.60	....	....	6,705,912	1,072,945.92
Grapes:								
Italy .... do....	212,360							
France .... do....	69,304							
England .... do....	42,832							
Cuba .... do....	150							
Total .... do....	324,646	162,323.00	611,119	305,559.50	....	....	286,473	143,236.50
Melons:								
England .... do....	22,964,842							
France .... do....	288,497							

TABLE 6.—*Valencia exports from July 1 to December 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.	Second half year—				Difference second half year 1899.			
	1899.		1898.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Melons—Continued.								
Germany .... kilos..	44,250							
Oran .... do....	4,300							
Other nations .... do....	28,500							
Total .... do....	23,325,389	4,665,077.80	17,616,775	3,523,355.00	5,708,614	1,141,722.80	....	....
Aniseed:								
France .... do....	7,100							
Argentina .... do....	1,864							
Uruguay .... do....	412							
Total .... do....	9,376	9,376.00	16,713	16,713.00	....	....	7,337	7,337.00
Saffron:								
England .... do....	2,627							
Argentina .... do....	296							
Uruguay .... do....	433							
France .... do....	274							
Total .... do....	3,630	3,993.00	2,940	823,400.00	690	75,900.00	....	....
Ground pimento:								
Argentina .... do....	43,921							
Cuba .... do....	56,194							
Uruguay .... do....	33,472							
Porto Rico .... do....	6,500							
Other nations .... do....	22,160							
Total .... do....	162,247	129,797.60	231,739	185,391.40	69,492	55,593.60	....	....
Olive oil:								
France .... liters..	18,292							
Argentina .... do....	23,750							
Uruguay .... do....	9,060							
Cuba .... do....	4,100							
Other nations .... do....	14,251							
Total .... do....	69,453	73,640.18	376,570	399,164.20	....	....	307,117	325,524.00

Aniseed brandy·									
Uruguay	do	24,816							
Canary Islands	do	480							
Brazil	do	110							
Other nations	do	365							
Total	do	25,771	18,039.70	934	653.80	24,837	17,385.90	....	....
Liquors:									
England	do	10,280							
Canary Islands	do	1,803							
Brazil	do	535							
Other nations	do	754							
Total	do	13,372	26,744.00	12,101	24,202.00	1,271	2,542.00	....	....
Common wines:									
France	decaliters	51,665,594							
Argentina	do	1,820,505							
Brazil	do	1,328,340							
Cuba	do	2,464,461							
Other nations	do	2,879,474							
Total	do	60,158,374	9,625,339.84	68,824,060	11,011,849.60	....	....	8,665,686	1,386,509.76
Fine wines:									
Brazil	liters	97,196							
Belgium	do	5,720							
Other nations	do	585							
Total	do	104,501	88,825.85	....	....	104,501	88,825.85	....	....
Carob beans:									
England	kilos	113,170							
Germany	do	30,025							
Total	do	143,195	14,319.50	92,010	9,201.00	51,185	5,118.50	....	....
Sandals:									
Cuba	do	4,400							
Porto Rico	do	4,111							
Canary Islands	do	1,766							
Total	do	10,277	123,324.00	20,210	242,520.00	....	....	9,933	119,196.00
Straw and fodder:									
Germany	do	930,290							
France	do	108,060							
England	do	220,290							
Other nations	do	3,970							
Total	do	1,262,610	88,382.70	612,307	42,861.49	650,303	45,521.21	....	....

TABLE 6.—*Valencia exports from July 1 to December 30, 1899, compared with corresponding half year of 1898*—Continued.

Articles and destination.	Second half year—				Difference second half year.			
	1899.		1898.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Food, preserved:								
England ....kilos..	181,785							
Holland ....do....	25,000							
France ....do....	6,910							
Other nations ....do....	10,301							
Total ....do....	223,996	385,994.00	145,432	218,148.00	78,564	117,846.00	....	....
Honey: Algiers..........do....	10,190	9,171.00	10,250	9,225.00	....	....	60	54.00
Fans:								
Italy..........do....	1,997							
France ....do....	1,812							
England..........do....	1,379							
Cuba ....do....	228							
Total ....do....	5,411	108,220.00	4,459	89,180.00	952	19,049.00	....	....
Playing cards:								
Cuba ....do....	2,424							
Porto Rico..........do....	2,279							
England..........do....	240							
France ....do....	298							
Other nations ....do....	270							
Total ....do....	5,511	27,044.00	2,782	11,128.00	2,729	10,916.00	....	....
Total value.		[1] 18,875,530.00						

[1] Equals $2,645,574.

TABLE 7.—*Valencia exports from January 1 to June 30, 1900, compared with corresponding half year of 1899.*

[1 peseta=14 cents.]

Articles and destination.	First half year.				Difference first half year 1900.			
	1899.		1900.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Building materials:								
Italy .... kilograms..	....	....	250					
France .... do...	....	....	24,843					
Canary Islands .... do...	....	....	86					
Germany .... do...	....	....	100					
Brazil .... do...	....	....	490					
Total .... do...	6,890	187	25,769	715	18,879	378	....	....
Common glass:								
England .... do...	....	....	701					
Brazil .... do...	....	....	1,495					
Philippines .... do...	....	....	519					
Cuba .... do...	....	....	47					
Canary Islands .... do...	....	....	400					
Singapore .... do...	....	....	9					
Argentina .... do...	....	....	200					
Total .... do...	804	281	3,371	1,179	2,567	898	....	....
Mosaics:								
France .... do...	....	....	39,160					
Canary Islands .... do...	....	....	23,070					
Italy .... do...	....	....	490					
Argentina .... do...	....	....	39,100					
Uruguay .... do...	....	....	23,520					
Total .... do...	93,390	23,347	125,340	31,335	31,950	7,988	....	....
Ornamental tiles:								
Mexico .... do...	....	....	16,500					
Canary Islands .... do...	....	....	28,345					
France .... do...	....	....	12,064					
Holland .... do...	....	....	13,590					
Argentina .... do...	....	....	246,750					
Brazil .... do...	....	....	985					
Belgium .... do...	....	....	4,280					
Algiers .... do...	....	....	8,000					
Philippines .... do...	....	....	1,140					

TABLE 7.—*Valencia exports from January 1 to June 30, 1900, compared with corresponding half year of 1899*—Continued.

Articles and destination.	First half year—				Difference first half year 1900.			
	1899.		1900.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Ornamental tiles—Continued.		*Pesetas.*		*Pesetas.*		*Pesetas.*		*Pesetas.*
Uruguay ..... kilograms..			16,370					
Gibraltar ..... do...			6,775					
England ..... do...			9,455					
Morocco ..... do...			77,800					
Cuba ..... do...			37,000					
Total ..... do...	326,657	97,996	479,054	143,716	152,397	45,720		
Bricks and paving tiles:								
France ..... do...			900					
Uruguay ..... do...			3,080					
Holland ..... do...			1,300					
Total ..... do...	1,314	157	5,280	633	3,966	476		
Clay:								
Italy ..... do...			331					
Canary Islands ..... do...			4,640					
France ..... do...			1,610					
England ..... do...			480					
Germany ..... do...			30					
Total ..... do...			7,091	379	1,116	379		
Almond oil: Porto Rico ..... do...			945	3,402	945	3,402		
Peanut oil:								
Cuba ..... do...			7,704					
Porto Rico ..... do...			2,535					
Total ..... do...	33,768	33,768	10,239	10,239			23,529	23,529
Peanuts:								
Italy ..... do...			58,075					
France ..... do...			148,802					
Algiers ..... do...			108,949					
Canary Islands ..... do...			41,512					
England ..... do...			109,769					
Holland ..... do...			146,870					
Belgium ..... do...			2,475					
Oran ..... do...			204,960					

Morocco	do			490					
Total	do	810,465	324,185	811,902	324,680	1,436	495		
Raw tartar:									
France	do			357,354					
Belgium	do			411,274					
Holland	do			91,877					
Total	do	419,345	209,696	860,505	430,252	441,160	220,556		
Starch:									
Canary Islands	do			990					
Cuba	do			2,970					
Porto Rico	do			1,972					
Total	do	3,980	2,188	5,932	3,262	1,952	1,074		
Common soap: Uruguay	do	552	287	1,038	539	486	252		
Jute sacks:									
France	number			21,366					
Algiers	do			1,996					
Italy	do			1,120					
England	do			4,677					
Canary Islands	do			706					
Porto Rico	do			25,551					
Cuba	do			3,000					
Germany	do			21,030					
Belgium	do			1,496					
Holland	do			4,490					
Argentina	do			275					
Oran	do			5,089					
Other nations	do			5,030					
Total	do	29,595	29,595	95,826	95,826	66,231	66,231		
Wool, unwashed:									
France	kilos			17,844					
Holland	do			12,000					
Belgium	do			2,161					
Germany	do			13,389					
England	do			2,278					
Italy	do			2,500					
Total	do	21,737	27,172	50,172	62,714	28,435	35,542		
Silk refuse:									
England	do			400					
France	do			699					
Total	do	959	7,672	1,099	8,792	540	1,120		

TABLE 7.—*Valencia exports from January 1 to June 30, 1900, compared with corresponding half year of 1899*—Continued.

Articles and destination.	First half year—				Difference first half year 1900.			
	1899.		1900.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Ornamental tiles—Continued.		*Pesetas.*		*Pesetas.*		*Pesetas.*		*Pesetas.*
Uruguay ... kilograms			16,870					
Gibraltar ... do			6,775					
England ... do			9,455					
Morocco ... do			77,800					
Cuba ... do			37,000					
Total ... do	326,657	97,996	479,054	148,716	152,397	45,720		
Bricks and paving tiles:								
France ... do			900					
Uruguay ... do			3,080					
Holland ... do			1,300					
Total ... do	1,314	157	5,280	633	3,966	476		
Clay:								
Italy ... do			331					
Canary Islands ... do			4,640					
France ... do			1,610					
England ... do			480					
Germany ... do			30					
Total ... do			7,091	379	1,116	379		
Almond oil: Porto Rico ... do			945	3,402	945	3,402		
Peanut oil:								
Cuba ... do			7,704					
Porto Rico ... do			2,535					
Total ... do	33,768	33,768	10,239	10,239			23,529	23,529
Peanuts:								
Italy ... do			53,075					
France ... do			148,802					
Algiers ... do			103,949					
Canary Islands ... do			41,512					
England ... do			109,769					
Holland ... do			146,870					
Belgium ... do			2,475					
Oran ... do			204,960					

Morocco	do			490					
Total	do	810,465	324,185	811,902	324,680	1,436	495		
Raw tartar:									
France	do			357,354					
Belgium	do			411,274					
Holland	do			91,877					
Total	do	419,345	209,696	860,505	430,252	441,160	220,556		
Starch:									
Canary Islands	do			990					
Cuba	do			2,970					
Porto Rico	do			1,972					
Total	do	3,980	2,188	5,932	3,262	1,952	1,074		
Common soap: Uruguay	do	552	287	1,038	539	486	252		
Jute sacks:									
France	number			21,366					
Algiers	do			1,996					
Italy	do			1,120					
England	do			4,677					
Canary Islands	do			706					
Porto Rico	do			25,551					
Cuba	do			3,000					
Germany	do			21,030					
Belgium	do			1,496					
Holland	do			4,490					
Argentina	do			275					
Oran	do			5,089					
Other nations	do			5,030					
Total	do	29,595	29,595	95,826	95,826	66,231	66,231		
Wool, unwashed:									
France	kilos			17,844					
Holland	do			12,000					
Belgium	do			2,161					
Germany	do			13,389					
England	do			2,278					
Italy	do			2,500					
Total	do	21,737	27,172	50,172	62,714	28,435	35,542		
Silk refuse:									
England	do			400					
France	do			699					
Total	do	959	7,672	1,099	8,792	540	1,120		

TABLE 7.—*Valencia exports from January 1 to June 30, 1900, compared with corresponding half year of 1899*—Continued.

Articles and destination.	First half year—				Difference first half year 1900.			
	1899.		1900.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Press paper:								
France ... kilos..	....	....	578					
Uruguay ... do...	....	....	140					
Germany ... do...	....	....	50					
Total ... do...	....	....	768	587	768	587	....	....
Cigarette paper:								
Canary Islands ... do...	....	....	1,945					
Germany ... do...	....	....	998					
Italy ... do...	....	....	66					
France ... do...	....	....	2,340					
Cuba ... do...	....	....	3,900					
Total ... do...	785	1,805	9,249	16,384	8,464	14,579	....	....
Books and music:								
Argentina ... do...	....	....	328					
Belgium ... do...	....	....	70					
Canary Islands ... do...	....	....	12					
Total ... do...	477	1,481	410	1,280	....	....	67	201
Packing paper:								
Porto Rico ... do...	....	....	182,470					
Germany ... do...	....	....	1,718					
Holland ... do...	....	....	450					
Cuba ... do...	....	....	194,050					
France ... do...	....	....	100					
England ... do...	....	....	150					
Italy ... do...	....	....	170					
Canary Islands ... do...	....	....	1,700					
Total ... do...	212,027	156,018	330,808	165,404	118,781	9,390	....	....
Silk fabrics:								
Argentina ... do...	....	....	317					
Canary Islands ... do...	....	....	22					
Porto Rico ... do...	....	....	26					
Total ... do...	214	21,905	365	45,375	151	23,470	....	....

Silk cocoons:									
England	do	...	...	1,070	10,560	1,070	10,560	...	...
Furniture:									
Mexico	do	...	...	209					
Argentina	do	...	...	978					
Chile	do	...	...	614					
Canary Islands	do	...	...	330					
France	do	...	...	140					
Uruguay	do	...	...	2,199					
Porto Rico	do	...	...	1,061					
Germany	do	...	...	530					
Other nations	do	...	...	2,081					
Total	do	13,810	27,620	8,142	16,284	...	...	5,668	11,836
Cotton refuse:									
Oran	do	...	...	1,865					
Germany	do	...	...	70					
Total	do	...	...	1,935	967	1,935	967	...	...
Sheepskins:									
France	do	...	...	72,812					
Italy	do	...	...	22,724					
Germany	do	...	...	102,298					
England	do	...	...	5,433					
Holland	do	...	...	9,305					
Belgium	do	...	...	4,500					
Total	do	130,036	247,068	217,072	412,437	87,036	155,369	...	...
Goatskins:									
France	do	...	...	10,390					
England	do	...	...	21,566					
Italy	do	...	...	7,899					
Total	do	31,136	121,430	39,855	155,434	8,719	34,004	...	...
Seed: Canary Islands	do	198	...	24,776	37,048	9,262	37,048	...	...
Casks and barrels:									
England	number	...	...	58,614					
English possessions	do	...	...	5,250					
Philippine Islands	do	...	...	15,736					
Canary Islands	do	...	...	9,410					
Mexico	do	...	...	4,030					
Cuba	do	...	...	30,310					
Porto Rico	do	...	...	450					
France	do	...	...	47,309					
Argentina	do	...	...	198,360					
Brazil	do	...	...	45,895					
Uruguay	do	...	...	57,592					
Succia	do	...	...	1,325					

TABLE 7.—*Valencia exports from January 1 to June 30, 1900, compared with corresponding half year of 1899*—Continued.

Articles and destination.	First half year—				Difference first half year 1900.			
	1899.		1900.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Pesetas.		*Pesetas.*		*Pesetas.*		*Pesetas.*
Casks and barrels—Continued.								
Germany .... number..			1,599					
Holland .... do....			8,985					
Belgium .... do....			2,280					
Total .... do....	109,745	37,313	487,145	155,629	377,400	118,316		
Calfskins, tanned:								
England .... kilos..			724					
France .... do....			1,360					
Canary Islands .... do....			2,460					
Germany .... do....			210					
Cuba .... do....			105					
Total .... do....	1,808	25,312	4,859	67,886	3,051	42,574		
Dressed sheepskins:								
Germany .... do....			697					
France .... do....			2,327					
Total .... do....	722	4,332	3,024	18,144	2,302	13,812		
Boots and shoes:								
Canary Islands .... do....			5,869					
Philippine Islands .... do....			137					
Morocco .... do....			50					
Total .... do....	1,081	17,296	6,056	96,896	4,875	79,600		
Harness:								
Canary Islands .... do....			560					
Argentina .... do....			360					
Total .... do....	350	3,500	920	9,200	570	5,700		
Animal intestines: Germany .... do....	4,785	9,570	4,760	9,520		50	25	
Bones and horns:								
Italy .... do....			30,683					
Belgium .... do....			13,837					

France	do.			3,450					
Total	do.	91,402	10,054	47,970	5,276			43 132	4,778
Machines:									
France	do.			1,260					
England	do.			3,700					
Holland	do.			100					
Total	do.	780	1,170	5,060	7,590	4,280	6,420		
Guitars:									
Canary Islands	number			934					
Italy	do.			202					
France	do.			102					
England	do.			796					
Cuba	do.			85					
Germany	do.			324					
Argentina	do.			116					
Uruguay	do.			126					
Belgium	do.			12					
Philippine Islands	do.			170					
Total	do.	1,651	19,812	2,867	34,404	1,216	14,592		
Rice:									
Porto Rico	kilos			2,441,994					
Cuba	do.			366,890					
France	do.			2,649,572					
Algiers	do.			128,465					
Canary Islands	do.			89,722					
Philippine Islands	do.			6,435					
Argentina	do.			17,720					
Gibraltar	do.			2,970					
Holland	do.			990					
Other nations	do.			16,194					
Total	do.	2,494,881	1,049,849	5,720,952	2,420,351	3,226,071	1,870,502		
Chick-peas:									
Canary Islands	do.			732					
England	do.			196					
France	do.			30					
Uruguay	do.			1,945					
Cuba	do.			4,950					
Total	do.	19,185	11,510	7,853	4,711			11,332	6,799
Dried vegetables:									
Algiers	do.			47,249					
Brazil	do.			690					

TABLE 7.—*Valencia exports from January 1 to June 30, 1900, compared with corresponding half year of 1899*—Continued.

Articles and destination.	First half year—				Difference first half year 1900.			
	1899.		1900.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Dried vegetables—Continued.		*Pesetas.*		*Pesetas.*		*Pesetas.*		*Pesetas.*
Morocco .... kilos..			1,485					
Total .... do....	16,204	1,461	49,424	14,827	33,220	13,366		
Garlic:								
England .... do....			[1] 18,550,425					
Germany .... do....			33,735					
Holland .... do....			76,580					
Belgium .... do....			58,710					
Porto Rico .... do....			11,300					
Cuba .... do....			25,517					
Total .... do....	157,243	66,042	18,756,267	7,877,632	18,592,024	7,811,590		
Onions: England .... do....	1,435,214	114,817	2,006,722	160,537	571,508	45,720		
Potatoes:								
England .... do....			523,111					
Belgium .... do....			8,680					
France .... do....			2,520					
Gibraltar .... do....			25,000					
Total .... do....	242,415	29,089	559,311	67,117	316,896	38,028		
Other garden vegetables:								
France .... do....			278					
England .... do....			1,132,308					
Germany .... do....			13,110					
Total .... do....	1,191,513	154,896	1,145,696	148,953			45,817	5,943
Almonds:								
In shell—								
Argentina .... do....			5,008					
England .... do....			6,140					
Total .... do....	19,928	11,949	11,148	7,803			8,780	4,146
Shelled—								
England .... do....			2,473					
Argentina .... do....			7,668					

Porto Rico	do	...	...	780					
France	do	...	...	1,920					
Uruguay	do	...	...	505					
Total	do	60,739	50,932	13,346	14,637	...	...	47,398	36,295
Dried figs:									
France	do	...	...	10,200					
Brazil	do	...	...	780					
Algiers	do	...	...	12,010					
Total	do	8,854	2,120	22,990	5,517	14,156	3,397	...	...
Raisins:									
Germany	do	...	...	8,370					
Italy	do	...	...	1,500					
France	do	...	...	12,622					
England	do	...	...	19,900					
Brazil	do	...	...	200					
Total	do	32,162	16,061	42,592	21,296	10,430	5,215	...	...
Lemons:									
England	do	...	...	44,690					
Denmark	do	...	...	420					
France	do	...	...	9,905					
Germany	do	...	...	4,405					
Total	do	32,286	9,684	58,420	17,858	26,134	8,174	...	...
Oranges:									
England	do	...	...	54,201,442					
France	do	...	...	21,960					
Belgium	do	...	...	1,796,659					
Germany	do	...	...	5,003,573					
Italy	do	...	...	24,580					
Holland	do	...	...	3,354,811					
Sweden	do	...	...	316,410					
Denmark	do	...	...	26,810					
Switzerland	do	...	...	14,070					
Algiers	do	...	...	500					
Total	do	82,489,558	12,373,432	64,760,815	9,714,119	...	...	17,728,743	2,659,313
Saffron:									
England	do	...	...	1,229					
France	do	...	...	423					
Other nations	do	...	...	801					
Total	do	2,151	128,760	2,453	130,910	302	2,150	...	...

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[1] This quantity assigned to garlic is undoubtedly a clerical error of custom-house. It probably represents quantity of onions exported to England.

TABLE 7.—*Valencia exports from January 1 to June 30, 1900, compared with corresponding half year of 1899*—Continued.

Articles and destination.	First half year.				Difference first half year 1900.			
	1899.		1900.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Aniseed:		*Pesetas.*		*Pesetas.*		*Pesetas.*		*Pesetas.*
Brazil .... kilos			840					
Argentina .... do			1,198					
Uruguay .... do			300					
Total .... do	1,840	1,563	2,338	1,986	498	423		
Ground pimento:								
Argentina .... do			180,737					
Uruguay .... do			44,757					
Cuba .... do			38,131					
Porto Rico .... do			21,019					
Italy .... do			1,500					
Other nations .... do			2,610					
Total .... do	170,902	128,175	288,754	216,565	117,852	88,390		
Olive oil:								
France .... do			157,474					
England .... do			200					
Argentina .... do			1,930					
Cuba .... do			1,304					
Germany .... do			17,008					
Uruguay .... do			1,910					
Holland .... do			1,712					
Belgium .... do			16,450					
Brazil .... do			2,572					
Italy .... do			1,020					
Other nations .... do			940					
Total .... do	61,220	34,362	201,530	126,646	140,310	92,284		
Liquers:								
England .... do			11,712					
Cuba .... do			1,740					
Brazil .... do			17,290					
Other nations .... do			4,956					
Total .... do	22,225	44,450	35,698	71,396	13,478	26,946		

Common wine:									
France	do			35,983,563					
England	do			1,115,002					
Italy	do			31,650					
Canary Islands	do			13,400					
Philippines	do			67,964					
Holland	do			297,660					
Brazil	do			566,465					
Algiers	do			1,378,382					
Cuba	do			1,128,735					
Uruguay	do			606,810					
Belgium	do			103,260					
Mexico	do			25,630					
Other nations	do			325,562					
Argentina	do			1,107,183					
Total	do	44,522,144	8,906,428	42,761,266	8,652,249			1,770,878	254,179
Corob beans:									
France	do			1,225					
England	do			1,225					
Holland	do			990					
Total	do	118	11	3,440	377	3,322	866		
Straw and fodder:									
Germany	do			1,415,478					
France	do			1,650					
Holland	do			32,000					
Total	do	1,279,642	89,574	1,449,128	102,438	169,486	12,864		
Food preserves:									
England	do			12,800					
Germany	do			1,200					
Uruguay	do			92					
France	do			1,250					
Cuba	do			155					
Porto Rico	do			1,197					
Total	do	41,660	62,550	16,694	25,040			24,966	37,510
Honey: Algiers	do	26,382	24,750	19,650	17,900			6,732	6,850
Fans:									
Italy	do			3,323					
France	do			8,261					
Canary Islands	do			370					
Germany	do			692					
England	do			386					
Cuba	do			352					

TABLE 7.—*Valencia exports from January 1 to June 30, 1900, compared with corresponding half year of 1899*—Continued.

Articles and destination.	First half year—				Difference first half year 1900.			
	1899.		1900.		Increase.		Decrease.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Fans—Continued.		*Pesetas.*		*Pesetas.*		*Pesetas.*		*Pesetas.*
Belgium ... kilos..			588					
Brazil ... do...			107					
Argentina ... do...			20					
Total ... do...	5,825	100,580	9,099	150,680	3,274	50,100		
Sandals:								
Canary Islands ... do...			1,223					
Porto Rico ... do...			1,405					
Cuba ... do...			345					
Morocco ... do...			50					
Total ... do...	45,558	218,432	3,023	4,738			42,535	208,694
Playing cards:								
Cuba ... do...			1,125					
Canary Islands ... do...			560					
Germany ... do...			394					
Mexico ... do...			1,720					
Total ... do...	5,813	25,580	3,799	15,280			2,014	10,200
Lace, embroidery, etc:								
Argentina ... do...			478					
England ... do...			404					
Total ... do...			882	88,200	882	88,200		

Net increase in value of exports for the half year ended June 30, 1900, compared with half year ended June 30, 1899—pesetas, 7,349,441=$1,080,000.

TABLE 8.—*Declared imports at Valencia, January 1 to June 30, 1899.*

[1 peseta=14 cents.]

Articles.	United States.	England.	France.	Germany.	Italy.	Russia.	Austria.	Belgium.	Switzerland.	Holland.	Sweden.	Other nations.
Marble slabs ....kilos..			1,449	2,513	1,275			13,013				
Lime and cement ....do....		34,583	3,727,573	2,365	97,010			138,370				
Coal, pitch, and tar ....do....		112,123,005	2,176	1,436								
Mineral oil ....do....		880	34,704	2,112		37,521		22,928				
Petroleum ....do....	484,400											
Benzine ....do....		7,227	11									
Common glass ....do....		675	6,356	3,263	11,622			48,671				
Table glass ....do....			5,040	2,437			1,253	494	80			
Window glass ....do....		1,898	5,419	5,446	2,020			20,888				
Mirrors ....do....			15	466								
Articles of glass ....do....			756	285	69		396					13
Roofing tiles ....do....		61,250	9,230	10,500								
Pavement tiles ....do....		4,294	418	650								
Pottery ....do....	20	1,545	1,385	1,549			95					40
Porcelain ....do....		142	2,027	5,351			340					12
Porcelain figures ....do....			167	2,926			534					
Pig iron ....do....		33,450										
Cast iron:												
Columns ....do....		6,425		29,040								
Tubes ....do....		66,928	855	19,600								
Molds ....do....		1,080	3,130	750				837				
Ordinary manufacture ....do....		23,829	39,611	9,960				1,070				
Fine manufacture ....do....	1,480	2,766	37,795	13,424				509				
Cast iron and steel sheets ....do....		1,326										
Rails, iron ....do....				4,390								
Bars, wrought iron ....do....		10,055	5,687	58,087			53,610	1,957	18,441		133,379	
Hoops and wheels, iron ....do....		2,488	17,435	83,559								
Iron sheets:												
Wrought, 3 mm. thick ....do....		11,160	2,764					26,576				
Less than 3 mm. thick ....do....		55,388	820	200				43,217				
Polished ....do....		6,061						512				
Iron tubes, wrought ....do....		42,267	750	45				755				
Wine presses ....do....		1,146	33,261	42,063				10,485				
Nails ....do....			9,752	5,741			2,900	362				
Files ....do....		1,844	2,686	2,190				2				
Iron and steel wire ....do....		5,053	766	3,469								
Wire cables, iron ....do....		485	2,838	2,122				1,039				
Anchors and chains ....do....		6,512	25,191	5,600			35,322	26,502				
Large pieces of iron ....do....			55,223	61,820				7,784				
Wrought iron:												
Fine manufacture ....do....	168	414	14,207	8,699			3,346	588	25,667	943		
Common manufacture ....do....		4,652	8,680	9,242			1,146	8,547	16			

TABLE 8.—*Declared imports at Valencia, January 1 to June 30, 1899*—Continued.

Articles.	United States.	England.	France.	Germany.	Italy.	Russia.	Austria.	Belgium.	Switzerland.	Holland.	Sweden.	Other nations.
Wrought iron—Continued.												
Ordinary manufacture without plates ... kilos		3,315	12,920	13,878			22	923	523			
Fine manufacture without plates, kilos	1,065	240	4,288	6,518	240		170	316				
Galvanized sheets ... kilos		953										
Galvanized articles ... do	21	765	1,226	2,430			30	858				
Cutlery ... do		42	1,025	714			129		7			
Copper and brass:												
Bars ... do		82	500									
Sheets ... do		1,178	19,798	478			879					
Tubes ... do		3,833	860					200				
Copper wire ... do			50,768	3,171			8	3,470				
Copper, bronze, and brass ... do	168	1,259	1,277	2,085	4		931	1,893	25			
Tin ingots ... do		17,874	46	30								
Zinc:												
Sheets ... do		495		365								
Articles ... do			850	3,697			40	30				
Cocoanut oil ... do		25,284	197,080									
Other vegetable oils ... do		362	21,754	48			102					
Dyewoods ... do			5,526	4,136			1,800					
Oleaginous grains ... do		92,200	40,842									1,553,304
Rosin ... do	13,795		57,832	239								9,135
Other vegetable products ... do		2,949	14,696	7,058	4,088		495	720		2,520		1,135
Drugs ... do		76	471	4,381				850				
Colors, ground ... do			17,879									
Dye extracts ... do			13,994	197				19,013				
Varnish ... do		2,204	810	364				5,094				
Paints ... do		3,051	2,292	23,308	95		2,975	7,360				
Ink ... do		395	2,037						267	122		
Nitric and sulphuric acid ... do			810	13				1,260		314		
Mineral waters ... liters			4,985	218								
Alum ... kilos		4,407	1,048	1,085								
Sulphur ... do			39,500									
Alkalis ... do		593,257	206,587	50,055	1,787			226,041				
Chloride of lime ... do		7,122	188,400					3,870				
Chloride of potassium ... do		14,873	81,302	73								
Glue ... do			10,515	3,718	24,705	117		365	189			
Phosphorus ... do		3,774		807								
Saltpeter ... do			5,874	12,626								
Sulphate of ammonia ... do		17,978,219		954,415				85,235				257,503
Chemical products ... do		31,115	146,841	15,905	207		164	34,761		115		135
Starch ... do			1,000	12,825				27,830				
Feculas ... do			2,000	156,000						20,000		
Wax in lump ... do		199	764	34,777			51,269					830

Paraffine and stearin	do			4,061	21,533								376
Perfumery	do		112	949	1,038								
Raw cotton	do		116,382		5								
Spun cotton	do		1,004	1,246	430								
White cotton fabrics	do		5,102		7			2		1,954			
Painted cotton fabrics	do		2,442	1,864	782			147		839			
Oilcloth and linoleum	do		622	64									
Lace	do		465	84									
Jerseys	do		3,345		166	118							
Raw hemp	do			6	225,937								
Jute	do	18,430	9,127	288	2,925	941			390				1,252,805
Jute yarn	do		658,499		2,002				225,324				
Hemp and flax yarn	do		13,166						2,005				
Raw spun hemp	do		5,490		3								
Wool fabrics	do		4,367	3,335	898			63					
Silk cocoons	do			1,891									
Raw silk	do			997		1,820							7,372
Silk fabrics	do		57	1,238	10	98				44			480
Paste for paper making	do				97,195							87,805	45,720
Paper for business stamps	do		639	2,128	898			442			2,647		
Wall paper	do		1,742	2,913	5,900				2,356				
Packing paper	do	33	88	14,398	15,119	30		223	1,595		140		148
Common silk paper for fruits	do			213,495									
Others not classified	do		42	1,490	4,118				790				
Fine cardboard	do			106	1,522					92	9		
Common cardboard	do	14	1,628	1,798	16,151	1,214		22,956		381		10,000	504
Cardboard objects	do			156									
Staves	number	527,863	105,651	142,960		665,070		403					
Lumber and planks	cubic meters	4,069		73		1,098	3,482	1,888					1,208
Fine wood cabinet work	kilos			51,996	12,239	20,950		350					913,346
Sawn wood for boxes	do			7,728	1,670				300				
Casks	number	160	224	8,987			7,278		3,118				
Common wood, worked	kilos		394	8,322		690	120	164	70				794
Fine wood, worked	do	341	752	1,458	7,726	220	4,735		2,784			128	
Charcoal	do			3,971		4,250,330							9,800
Esparto grass	do			37,850									128,446
Vegetable fiber	do			3,630	9,184								3,992
Hides, untanned	do			10,670	69,243				12,060		57		455,172
Patent leather	do		138	472	210								
Harness	do		22	1	63				7				
Tallow	do		124,341	21,267	4,231		195	67,944	13,637				237,317
Natural guanos	do		234,700	2,042,712	3,059,206			979	291,300				88,165
Artificial fertilizers	do		10,929,698	5,057,198					2,975,075				
Dried intestines	do			45,970	20,102								
Animal refuse	do			105,602		62,344			1,950				286,632
Watches	number				471					400			
Motors	kilos		5,129						163,199				
Sewing machines	do		254		1,100								
Other machines	do	1,683	9,497	26,703	50,930			457	5,064	958			15
Turning tables, railway	do								52,194				
Cables for electricity	do			189		2,857			1,585	31			
Tramway cars	do								210				

TABLE 8.—*Declared imports at Valencia, January 1 to June 30, 1899*—Continued.

Articles.	United States.	England.	France.	Germany.	Italy.	Russia.	Austria.	Belgium.	Switzerland.	Holland.	Sweden.	Other nations.
Bacon and lard.....kilos..	6,492	3,123		2								
Dried codfish.....do...		244,075	190,950									938,450
Salt fish.....do...			227									
Oysters.....do...			1,750									2,050
Wheat.....do...	3,978,128		120,228		425,101	6,906,884		154,868				5,353,430
Wheat flour.....do...			92,940									
Maize.....do...			29,610		139	1,523,183						1,490,433
Dried vegetables.....do...			938,922		93,247		24,750					57,300
Garden vegetables.....do...		26,434	20,741									
Fruits.....do...		3,004	20,370									72,173
Cocoa.....do...												70,130
Coffee.....do...			53									83,820
Sugar.....do...		8	542	1,703								
Spices.....do...			104	92								25,206
Tea.....do...		2										454
Caro beans.....do...		50	5,151		148							
Cheese.....do...		159	2,627		25				10,483	1,405		
Amber and jet.....do...		693	7,798	20				2				
Walking sticks.....number..			2,563	98				1,129				82
Buttons.....kilos..		18	2,199	1,425			1,090		130			
Rubber and tarpaulins.....do...	12	4,197	1,100	866	361		501	101	240			
Musical boxes.....do...			30	2,478	2,323		5					
Gold lace, etc.....do...		8	18	1,129								
Hats.....do...		785			96							
Rubber fabrics.....do...		152	62	16	859		117		1,249			
Total.....	4,538,225	30,827,290	7,561,766	4,714,755	5,549,986	8,445,777	173,904	3,663,579	16,301	24,173	97,933	12,081,032

Total declared imports for first half of 1899, 102,890 tons.

TABLE 9.—*Declared imports at Valencia from July 1 to December 31, 1899.*

[1 peseta = 14 cents.]

Articles.	Where from.								Value, second half year.		Difference of second half year, 1899.	
	United States.	England.	Germany.	Italy.	Austria.	Belgium.	France.	Other nations.	1899.	1898.	Increase.	Decrease.
									Pesetas.	*Pesetas.*	*Pesetas.*	*Pesetas.*
Marble blocks.............kilos..						10,845			976	11,448		10,472
Marble sculpture, jasper...do....			1,002			1,470	448		1,168	756	412	
Lime, cement, earths, and stones, kilos			[1]11,688	76,719		400,000	8,025,076		430,685	86,335	344,350	
Coal....................tons..		38,880					117		1,033,000	893,943	159,057	
Pitch and tar.............kilos..							3,185		318	59	259	
Mineral oils...............do....		833		180		18,059	6,617	63,013	11,531	3,398	8,138	
Common glass.............do....		807	1,225	2,265	34	36,470	7,541		14,490	12,369	2,121	
Glass for table services.....do....		5	3,399		3,759	480	2,418		17,000	6,970	10,030	
Window glass..............do....		6,347	545	4,519		45,018	7,319		51,280	34,104	17,176	
Glass coated with tin.......do....			846	177			151		3,520		3,520	
Articles of glass...........do....			1,264	338	334		251		8,748		8,748	
Clay bricks................do....		1,617	12,243		428		6,086		38,515		38,515	
Porcelain table service.....do....		76					891		19,720	5,655	14,064	
Porcelain..................do....		146	6,430		363	21	2,024		21,950	20,425	1,525	
Articles of clay and porcelain, kilos		8	5,287		219		514		30,140	7,955	22,185	
Iron columns.............kilos..						6,775			1,005	600	405	
Cast iron:												
Tubes.................do....		41,411					150		8,312	6,616	1,696	
Common manufacture.do....		18,636	22,655			3,275	1,307		10,962	6,456	4,536	
Fine manufacture......do....	1,710	1,571	9,008		597	555	8,078		14,190		14,190	
And steel bars and rails, kilos		1,036				3,499,007	2,150		455,273	741	454,532	
Common wrought iron and steel:												
In bars.................kilos..		9,099	1,742		74,778	4,533	7,766	118,104	43,288	1,166	42,122	
In the rough............do....						3,245	5,560		3,050	420	2,630	
Wrought iron and wheels:												
More than 100 kilos.....do....		10,502				1,998,472	212		703,185	334,285	368,900	
Less than 100 kilos......do....		8,804					2,816		2,648		2,648	
Wrought iron:												
In sheets of 3 millimeters, kilos						65,318	9,272		14,918	13,046	1,822	
In sheet of less than 3 millimeters..............kilos..		35,958	30			27,020	307		15,895	15,075	753	
Tubing sheathed with brass, kilos		15,331					1,433		16,764	39,193		22,429
Screws....................kilos..		1,055	10,601			43,319	30,424		42,695	33,455	9,240	
Nails......................do....		520	8,228		7,650	4,250	5,255		10,360		10,360	

TABLE 9.—*Declared imports at Valencia from July 1 to December 31, 1899*—Continued.

[1 peseta = 14 cents.]

Articles.	Where from.								Value, second half year.		Difference of second half year, 1899.	
	United States.	England.	Germany.	Italy.	Austria.	Belgium.	France.	Other nations.	1899.	1898.	Increase.	Decrease.
									Pesetas.	*Pesetas.*	*Pesetas.*	*Pesetas.*
Files, etc. . . . kilos	....	3,431	3,122	....	174	202	2,619	....	22,800	8,640	14,160	....
Iron and steel cables . . . do	....	555	1,224	....	....	3,086	1,265	....	2,562	882	1,740	....
Chains and anchors . . . do	....	15,818	4,004	....	24,355	43,808	15,334	....	46,485	6,885	39,600	....
Iron and steel:												
In heavy pieces . . . do	....	....	....	....	....	76,051	84,289	....	56,105	39,970	16,135	....
Common manufacture . do	3,638	7,711	9,400	....	....	381	9,460	....	10,780	12,528	....	1,748
Fine manufacture . . . do	....	384	23,047	2,940	5,329	508	21,021	19,271	93,875	52,225	41,250	....
Manufactured without plates, kilos	....	4,395	25,345	308	730	8,586	24,942	2,289	40,465	31,220	8,145	....
Galvanized iron sheets and manufactures . . . kilos	40	318	2,290	43	231	....	1,440	....	1,806	546	1,200	....
Knives and razors . . . do	....	76	2,114	....	262	....	1,687	....	30,750	2,625	18,125	....
Copper and brass:												
Bars . . . do	....	523	14	....	216	....	588	....	1,898	1,898	....	....
Sheets . . . do	....	476	252	....	518	....	11,918	....	2,227	17,000	....	14,773
Copper wire . . . do	2	....	19,227	105	385	....	59,276	3,213	164,416	32,850	131,566	....
Copper, bronze, and brass, worked . . . kilos	44	510	2,002	....	1,655	1,102	2,029	56	29,592	8,444	21,148	....
Tin ingots . . . do	....	27,493	....	....	....	....	2,030	521	69,000	32,789	31,211	....
Zinc sheets . . . do	....	....	577	....	....	1,405	174	....	1,302	....	1,302	....
Other metals in sheets and articles, worked . . . kilos	92	100	131,214	135	1,017	....	4,378	6,810	105,180	8,745	96,435	....
Cocoanut oil . . . do	....	19,628	....	....	....	....	241,186	....	166,848	6,400	160,448	....
Other vegetable oils . . . do	....	7,502	....	799	....	20	5,202	....	8,100	2,796	5,304	....
Dyewoods . . . do	....	....	5,048	....	....	....	6,300	....	2,260	....	2,260	....
Hemp and peanut seed, etc . do	907	34,637	....	5,000	....	....	42,784	3,812,897	1,090,908	246,036	844,872	....
Rosin and pitch . . . do	....	1,319	....	....	....	....	7,754	....	1,610	162	1,458	....
Other vegetable products . . do	....	2,317	6,949	2,260	....	1,021	38,740	27,693	98,625	23,625	75,000	....
Animal products used in manufactures . . . kilos	....	317	611	94	....	8,242	....	....	2,520	894	1,626	....
Ochers . . . do	....	....	....	....	....	....	4,871	....	528	330	198	....
Dye extracts . . . do	....	....	....	....	....	....	6,861	....	7,140	11,865	....	4,725
Color, in powder and varnish, kilos	....	4,293	16,451	139	....	13,836	5,417	1,130	40,180	20,127	19,258	....
Paints, prepared . . . kilos	....	1,918	2,217	....	....	....	1,633	....	8,550	....	8,550	....
Aniline dyes . . . do	....	148	1,341	....	....	....	1,969	36	27,942	20,776	7,166	....
Alum . . . do	....	3,010	1,140	....	....	....	2,619	....	1,072	656	416	....
Sulphur . . . do	....	....	....	....	....	....	27,888	....	3,003	627	2,376	....

Potash and alkalis ....do...		558,704	83,648		1,670	121,287	249,278	16,567	226,822	216,106	10,716	
Chloride of lime...........do...							180,910		47,034		47,034	
Chloride of potassium and sulphate of potash ....kilos..		82,235	150,222				2,612		23,506	2,033	21,473	
Glue.......................do...		108	309	12,912	12		7,851	240	19,260	9,558	9,702	
Phosphorous ....do...		3,111	790				5,038		23,406	22,260	1,146	
Saltpeter ....do...			10,585		977			2.220	10,340		10,340	
Sulphate of ammonia and nitrate of soda ....kilos..		8,177,051	303,104			71,225		493,862	2,713,772	2,936,400		222,628
Drugs ....do...		309	385	43				1,885	130	8,170		8,040
Chemical products not classified, kilos		4,233	34,287	235	4,720	38,624	48,502	237	130,848	141,297		10,449
Starch ....kilos..		2,000	4,550			65,885		2,000	44,658	34,422	10,236	
Feculas (for manufactures).do...			110,000			1,000	3,000	27,500	42,450	22,989		19,461
Wax (mineral and vegetable), kilos			14,025		35,896	195		299	65,532	68,549		3,017
Paraffin and stearin ......kilos..		10,302	23,543			38,497		73,000	188,942	49,010	139,932	
Worked ....do...	598	200	519		70		1,574		4,785		4,785	
Perfumery..................do...		78	865	22			499		11,712	5,224	6,488	
Cotton:												
Raw ....do...		41,266		20					49,536	55,556		6,020
Fabrics.................do...		4,984	162	4	15		1,258	2,075	38,241		38,241	
Prints ....do...		639	279	4	222		1,237	918	23,093	73,833		50,740
Jerseys ....do...		2,674	352	36			49		28,899		28,899	
Hemp, raw ....do...		6,725		370,482					414,920	583	414,337	
Jute:												
Raw ....do...		9,046	14,130			788	319	409,890	217,085	130,580	86,505	
Yarn ....do...		615,046	10,639			327,484			714,825	326,250	388,575	
Hemp yarn		3,044		464					6,750	81,372		24,622
No. 21 and over ....do...		9,969					789		35,096		35,096	
Hemp and linen fabrics....do...		1,334	56		37	150	225		21,624		21,624	
Jute fabrics...............do...		190	38				1,377		11,235		11,235	
Bristles and hair ....do...		136		287			8,071		28,980	5,550	23,430	
Hemp thread................do...		1,379							13,790		13,790	
Carpets, etc. (wool).......do...		15,634	1,063				363		68,236	22,732	45,504	
Felts (wool) ....do...		3,442	36				123		12,403		12,403	
Other wool fabrics.........do...		137	157		313		3,129		59,776		59,776	
Other fabrics, wool and cotton, kilos		1,234	174		130		655		21,930		21,930	
Astrakans and velvets .....kilos..		36	2,336				449		33,852		33,852	
Silk:												
Cocoons ....do...							2,291		34,365	3,960	30,405	
Raw, unspun ....do...				2,720				6,193	26,739		26,739	
Paste for paper making.....do...			120,828			55,000		86,696	47,250	33,154	14,096	
Wall paper, etc ....do...		3,423	30,761			3,471	4,494	587	43,730	11,790	34,970	3,030
Paper:							100,301	2,595	1,037	1,646	609	
Fine silk, for fruit ......do...			852									
Not classified ....do...		1,089	6,859			3,104	771	1 922	30,228	9,614	20,614	
Bristol board, fine ....do...			2,529			313	459	852	5,810	4.984	826	
Cardboard..................do...		917	16,112	1,299	25,816		4,037	1,644	15,968		15,968	
Staves ....pieces..	397,297			1,365,322			86,720		1,101,265	678,430	422,835	

TABLE 9.—*Declared imports at Valencia from July 1 to December 31, 1899*—Continued.

Articles.	Where from.								Value, second half year.		Difference of second half year, 1899.	
	United States.	England.	Germany.	Italy.	Austria.	Belgium.	France.	Other nations.	1899.	1898.	Increase.	Decrease.
									Pesetas.	*Pesetas.*	*Pesetas.*	*Pesetas.*
Lumber:												
In planks......cubic meters..	4,535	19	....	1,265	1,767	....	1,472	10,444	1,072,610	708,345	364,265	....
Fine, for cabinetmaking, cubic meters..........	56	1,520	....	1,170	....	....	18,975	63,781	28,215	19,338	8,877	....
Common, worked.cu. meters..	....	195	2,386	666	707	576	12,699	88	34,632	....	34,632	....
Fine, worked ....do....	....	698	17,284	547	2,972	108	2,163	7,297	77,650	....	77,650	....
Charcoal ....kilos..	....	....	....	4,911,405	....	....	38	....	447,930	247,410	200,520	....
Esparto.....................do....	....	....	....	....	....	....	3,300	74,680	8,569	4,213	4,356	....
Vegetable fibers ....do....	....	1,011	7,126	....	....	312	149	1,603	2,266	....	2,266	....
Baskets.....................do....	....	120	15,344	240	1	....	2,982	8,222	80,727	5,830	74,897	....
Hides:												
Untanned (Calcutta) ...do....	....	4,315	46,159	....	....	....	22,840	246,095	469,518	397,535	61,983	....
Other tanned..........do....	....	1,636	19	....	....	....	65	....	20,640	2,520	18,120	....
Tallow ....do....	....	66,565	866	....	20,628	....	25,351	150,850	177,014	316,374	....	139,360
Guano:												
Natural.................do....	....	....	1,408,643	15,388	....	....	2,975,044	104,950	998,880	676,500	322,380	....
Artificial and fertilizers.do....	....	2,860,920	....	....	....	....	2,625,710	1,727,000	1,514,856	2,131,920	....	617,064
Dried intestines ....do....	8,849	....	31,885	....	....	....	165,010	17,029	449,546	....	449,546	....
Animal refuse, not classified, kilos..............................	....	107	....	39,282	1,000	4,075	39,288	65,587	29,866	....	29,866	....
Watches ....kilos..	....	2	27	....	2	1,290	7	....	7,968	2,418	5,550	....
Machines:												
Motors.................do....	....	6,340	....	....	....	110,646	24,364	....	169,620	207,408	....	47,888
Of copper and alloys ...do....	....	1,271	85	....	....	2,975	130	....	15,610	....	15,610	....
Sewing ....do....	109	29,294	257	....	....	28	96	....	89,382	....	89,382	....
Of different kinds ......do....	1,578	42,756	18,191	984	165	145,704	28,680	....	285,660	....	285,660	....
Cables for electricity ....do....	....	....	....	3,629	....	393	63	....	6,280	20,460	....	14,130
Hogs' lard ....do....	13,062	2,586	....	....	....	....	....	220	17,446	8,663	18,783	....
Butter ....do....	....	77	497	....	....	....	10	8,901	34,128	23,868	10,260	....
Dried codfish ....do....	....	198,399	....	....	....	....	277,259	968,026	808,416	612,920	195,496	....
Smoked fish .... do....	....	1,355	....	....	....	....	250	....	880	440	440	....
Oysters ....do....	....	....	....	....	....	....	3,640	5,950	2,330	710	1,620	....
Wheat ....do....	370,714	37,292	485,115	31,287	....	....	....	21,229,898	4,426,760	1,274.800	3,151,960	....
Wheat flour..................do....	....	....	4,950	....	....	....	65,343	....	19,656	36,400	....	16,844
Other cereals (maize, etc.)..do....	....	....	....	....	....	....	2,484	1,348,874	189,182	209,412	....	20,230
Dried vegetables.............do....	....	....	19,800	....	34,650	....	242,046	176,436	122,954	83,876	39,078	....
Fruits ....do....	....	17,107	....	365	....	....	37,976	14,409	27,940	28,884	....	944
Sugar........................do....	....	....	4,480	....	....	....	35,381	....	25,870	780	25,090	....
Coffee and cacao.............do....	....	....	....	....	....	....	33,086	141,188	382,352	182,214	20,138	....
Spices ....do....	....	....	....	....	....	....	....	81,838	160,491	66,739	9,754	....
Beer ....liters..	....	114	147	....	....	....	62	....	611	1,180	....	1,269

Seeds, unclassified	kilos							8,990		2,197		2,197	
Fodder	do							25,100		2,761		2,761	
Amber, horn, and jet	do							10,432		62,592	28,122	34,470	
Walking sticks	do		500	96		1,291		1,427		5,060	2,985	2,085	
Buttons	do		22	1,944	2,650	597		149	70	33,450	7,485	25,965	
Rubber	do		166	477	188	162	1,760	327		22,394	6,118	16,276	
Tarpaulins	do		3,935	351	180			974		5,192	3,658	1,534	
Toys	do		4	3,152	352	6		704	102	25,920		25,920	
Lace trimmings, etc	do			1,516		17		48	58	20,530	45	20,485	
Hats	number		909		184			24		8,377	1,762	6,615	
Rubber fabrics	kilos		151	131	1,394	7		15	320	38,106	17,586	20,520	
Total												10,740,027	1,257,883

Net increase in value of imports for second half of 1899, as compared with second half of 1898: 9,482,144 pesetas =$1,400,000.

TABLE 10.—*Declared imports at Valencia from January 1 to June 30, 1900.*

Articles.	United States.	England.	Germany.	Russia.	France.	Italy.	Austria.	Belgium.	Switzerland.	Holland.	Sweden.	Other nations.
Marble:												
Blocks .... kilos						6,498						
Slabs .... do						736		20,824				
Worked .... do			1,603		733	1,266						
Stones and earth .... do		16,258	40,918		2,900,611	69,380		250,380				
Coals .... do	3,255,130	15,959,817										
Tar .... do			270		495							
Petroleum (raw) .... do	1,432,399											
Oils:												
Lubricating .... do	21	4,119	1,949	35,023	1,136			9,445				
Mineral .... do					145					290,000		
Glass:												
Common .... do		790	14,639	32	7,081	6,724	92	31,301				750
Plain .... do		4,244	329		4,540			32,347				
For shopping .... do					9,293			16,874				
Figures .... do			307		83	977	712					
Clay tiles and bricks .... do			1,540		1,200							
Clay tiles (paving) .... do		1,634			929							
Table services .... do		816	3,018		2,931		58					
Porcelain .... do		159	6,506		656		225					
Ornamental .... do			2,867		318	106	1,294					
Cast iron:												
Pig .... do		44,514					91					
In tubes .... do		37,538										
Ordinary manufacture .... do		19,640	2,002		3,018			364				
Superior manufacture .... do	384	1,672	9,433		4,233		40	439		96		
Steel (fine) .... do		3,092					185					
Iron:												
Wrought rails .... do		10,526	22,185		12,993		67,723	3,631,128				
Other rails .... do								35,225	111,430			
Wheels, wrought .... do		4,073						3,716,937				
Sheets—												
3 millimeters and over .... do		15,989						191,055				
Less than 3 millimeters .... do		96,504			134			38,502		3,971		
Pieces, rough .... do					8,182			436				
Tubes .... do		70,889	899		68			11,639				
Bolts and screws .... do		3,447	10,938		25,781			107,278				
Nails .... do		325	14,729		12,810		1,075	7,173				
Tools, superior .... do	390	2,566	3,644		2,586			3				
Anchors and chains .... do		1,061	6,474		5,249		22,429	28,650				
Big pieces .... do		10,530						138,701				
Ordinary manufacture .... do	188	10,930	16,511		25,686	280	299	6,391	472			
Superior manufacture .... do	7	401	35,947	91	25,253	3,383	6,383	214	28,745	2,053		
Iron and steel, polished plates .... do		33,390						8,499				

Wire:												
Iron ....do.		100	12,431		438			390				
Iron and steel cables ....do.		9	1,158		3,091							
Tin plates:												
Not manufactured ....do.		36,619										
Manufactured ....do.		341	3,506		1,455		273	714				
Pins and needles ....do.		361	225		42			64				
Knives ....do.		38	3,396		1,761		300		174			
Copper:												
Sheets ....do.		472	747		1,889		608	6,545	191			
Tubes ....do.		5,737										
Wire ....do.			10,753		2,732	48	290	1,213				
Bronze and brass ....do.		85	885		1,232		781	350		352		
Tin lingets ....do.		24,504			1,064					635		
Zinc:												
Sheets and nails ....do.			680		709							
Articles ....do.		1,926		20	1,076	352		421				
All other metal and sheets ....do.		83	3,394		467		611			730		
Common metal ware ....do.		131	1,504		162		7					
Cocoanut oil ....do.		9,424			79,879			2,387				
Other vegetable oils ....do.		12,027			7,040							
Dyewoods ....do.			6,641		1,200							
Peanuts and sesame seed ....do.					96,967	750	10,060					3,212,077
Medicinal plants ....do.			458		1,886	341						554
Ochers ....do.					3,167							
Dye extracts ....do.			312		18,939							
Varnish ....do.		3,606			1,958			652	754			
Other vegetable products ....do.		3,043	3,658		7,290	1,050				2,046		30,864
Ground colors ....do.		12,207	1,944		2,684		1,000	4,682		5,542		
Prepared paints ....do.		1,366	3,820		1,532	2		245				
Aniline colors ....do.		73	991		436					520		
Acetic acid ....do.			1,918									
Citric acid ....do.			1,470		3,076		2,684					
Chlorhydric acid ....do.			319		515							
Phenic acid ....do.					1,983			7,870				
Mineral waters ....liters.			750		4,120	12						
Alum ....kilos.		5,500	179									
Sulphur ....do.					104,054							
Alkalis ....do.		410,025	54,373		190,826		22,172	150,983		448		
Chlorate of potash ....do.					283							
Chloride of lime ....do.		2,700	753		225,051							
Chloride of potassium ....do.		193,888	15,860		6			15,120		155		
Glue, etc ....do.		10	5,344		7,066	25,464	6,000	355				
Phosphorus ....do.		5,117										
Saltpeter ....do.			6,255		1,673							5,050
Sulphate of copper ....do.		16,598			900							
Sulphate of ammonia and nitrate of soda ....kilos.		12,936,518	2,128,026		5,000,088			2,197,100				264,783
Drugs ....do.		307	388		766							5
Chemical products, not classified, kilos		14,118	14,007		54,938			2,142		92		
Starch ....kilos.			7,000		530			47,321		11,940		

TABLE 10.—*Declared imports at Valencia from January 1 to June 30, 1900*—Continued.

Articles.		United States.	England.	Germany.	Russia.	France.	Italy.	Austria.	Belgium.	Switzerland.	Holland.	Sweden.	Other nations.
Feculas	kilos			43,500		1,000			10,000		25,000		
Mineral and vegetable wax	do		1,315	31,390		136		48,396	13,798		4,794		532
Animal wax and stearin, lump	do			217					20,230		1,040		
Perfumery	do		8	4,508		1,343	60						2
Raw cotton	do		13,595										
Cotton fabrics	do		20,207	4,779		3,101	92	390	588	724			
Raw hemp	do						132,676						
Raw jute	do		65,920	3,654		579			1,154				162,192
Jute yarn	do		359,231	40,590					299,534				
Hemp yarn	do			3,218			247			344			
Flax yarn	do		12,425	2,000									
Hemp fabrics	do		1,869	389		1,851			129				
Bristles and hair	do			253		5,792							441
Worsted, washed	do		2,623										
Woolen fabrics	do		5,570	1,702		2,512		486		20			
Raw spun silk	do					1,615	110						3,979
Silk fabrics	do		212	213		1,175		3		185			623
Paste for paper making	do			161,760				169,750		119,560		29,600	
Press paper	do		1,145	891		2,660		1,765	501		1,529		
Wall paper	do		1,830	11,619		6,011			1,328		18		
Packing paper:													
Ordinary	do		102	18,368		395					2,023		201
Superfine	do			750		57,836					115		
Other paper, not classified	do		11	10,266		1,594			115		1,304		
Bristol board	do		1,413	21,868		2,949	3,002	3,430		1,236			1,671
Staves	pieces	248,831	5,720			106,119	396,692	1,938					
Lumber in planks	cubic meters	13,436	21		4,750	1,448	2,135	2,036	46				
Fine wood for cabinetmaking	kilos		1,286	21,314		6,840	7,100		860				4,965
Wood moldings, etc	do	76	1,891	10,817	8,887	2,898	298	2,120	491	50			988
Charcoal	do						3,705,898						
Esparto	do					3,100							137,026
Vegetable fiber and rushes	do		6,900	49,289	1,642								574,657
Belts for machinery	do		710	64		85							
Rabbit skins	do			208		251							50
Harness	do		12	158		50							
Tallow	do		26,294					175,998	14,386				
Guanos and natural manures	do		167,181	113,562		57,470	58,602		25,000				150,056
Artificial fertilizers	do		3,248,500			228,140			105,000		15,000		
Dried intestines	do	26,628		41,948		85,359							15,400
Calcined bones	do								3,384				
Animal refuse	do			10,000		82,922	79,100	419	9,431				177,200
Watches	number			147						800			
Incandescent arc lamps	kilos			350		82		30					
Telephones	do		70	120						59			
Scientific instruments	do		53	252		448		3	23				

Weighing scales.....do....			16		405							
Agricultural machinery.....do....		36	358		3,164							
Motors (different kinds).....do....		5,886	1,524									
Sewing machines.....do....		32,880	2,050		166							
Machines of other kinds.....do....	4,638	26,437	28,745		27,630	12,224	275	62,015		840		
Electric cables.....do....					3,185	4,160		108				
Railway wagons.....do....								8,100				
Bacon and lard.....do....	2,954	4,046			1,188	85						
Butter.....do....			15									3,784
Dried codfish.....do....		20,300			882,088							710,412
Oysters.....do....					2,296							
Wheat.....do....				8,392,969								21,404,800
Wheat flour.....do....					159,393							
Other cereals.....do....					207,900							158,358
Dried vegetables.....do....					170,190		29,800					14,861
Garden vegetables.....do....		6,155	201		791							
Fruits.....do....		414		180	38,549							26,180
Sugar.....do....			86		19,387							
Cocoa.....do....												76,906
Coffee.....do....												49,114
Cinnamon.....do....												18,109
Other spices.....do....												5,149
Tea.....do....		101										5,496
Olive oil.....do....					785							
Liquors.....liters..			614		433	112	57					
Beer.....do....		1,120	1,752					175				
Seeds and carob beans.....kilos..					14,299	3,188						
Fodder and bran.....do....					22,610							6,782
Fruit preserves.....do....		262			128	778			20,927			
Cheese.....do....		223			3,913				13,257	171		
Fans.....do....												5,597
Amber, horn, and jet.....do....		329	1		16,139							170
Whalebone.....do....		8	10		518		70					
Walking sticks.....number..		500	102		8,314		281					
Buttons.....kilos..			1,015		1,617	2,787	657					
Empty cartridges.....do....								716				
Rubber.....do....		117	562		146	155	330					
Oilcloth and linoleum.....do....		5,686	1,210		169	3	198	10				
Toys.....do....			4,298		295		11					
Gold and silk lace, etc.....do....			1,342		117		162					
Hats.....number..		106				392						
Rubber fabrics.....kilos..		94	270		21	1,119	198	8				
Office requisites.....do....	4		571		280	86			715			
Lamps and burners.....do....		86	1,751		287		134	111				

	Tons.
Total quantity of declared imports from January 1 to June 30, 1900	106,220
Total for same period of 1899	102,390
Increase for first half year, 1900	3,830

TABLE 11.—*Declared exports of fresh fruit and vegetables from ports in Valencia district—Valencia, Castellon, Burriana, Gandia, and Denia—during the year ended December 31, 1899.*

Month.	Oranges.	Tomatoes.	Melons.	Pomegranates.	Potatoes.	Grapes.	Onions.
	Cases of 80 kilos (176 lbs.).	*Cases of 70 kilos (154 lbs.).*	*Cases of 60 kilos (132 lbs.).*	*Cases of 50 kilos (110 lbs.).*	*Cases of 60 kilos (132 lbs.).*	*Barrels of 40 kilos (88 lbs.).*	*Cases of 75 kilos (165 lbs.).*
January	115,945						13,772
	191,358						10,602
	153,889						14,851
	135,263						25,524
February	110,680						17,776
	159,815						15,435
	105,497						9,458
	177,084						9,697
March	165,505						7,984
	64,431						2,148
	244,185						7,511
	103,655						737
April	128,383						956
	80,150						1,357
	92,726						845
	100,515						76
May	115,559						83
	65,570				271		
	80,295	873			3,042		
	42,308	873			3,042		
June	18,555	11,296			140		20
	52,474	33,568			605		3,852
	18,043	30,646	1,127				8,941
	13,717	26,713	5,466				20,177
July	6,528	22,265	7,842				39,764
	3,468	24,398	17,495				23,607
	601	12,314	19,599			35,869	28,262
	112	8,488	29,398			55,541	29,788
		2,098	28,105			29,509	6,128
August		456	32,556			23,968	30,619
			36,603			3,721	28,827
			34,413			705	22,013
			19,698				33,606
September			17,555	3,241			32,533
			6,948	6,145			32,540
			3,238	7,825			40,349
			4,310	10,532			65,292
October				3,051			42,227
				7,347			49,911
	1,233			746			31,974
	993			450			51,032
				772			
November	19,543						
	70,460						30,266
	142,757						35,405
	196,453						48,650
							17,231
							31,155
December	144,923						
	178,060						19,333
	141,759						31,212
	138,462						39,495
	65,518						30,146
							8,708
Total	3,649,281	173,988	224,453	40,119	7,090	149,313	1,051,905

Total, 892,610,716 pounds, valued at 46,909,000 pesetas ($7,000,000).

TABLE 12.—*Merchant ships entered at the port of Valencia during the year 1899.*

Nationality.	Steamers.		Sailing vessels.	
	Number.	Tons cargo discharged.	Number.	Tons cargo discharged.
Spanish	1,143	78,328	823	5,892
English	382	73,604	5	1,152
Norwegian	194	39,241	2	170
Swedish	7	2,029		
Italian	101	17,189	55	16,169
French	104	7,168	6	680
German	86	9,357		
Russian	42	7,520	4	3,263
Austrian	26	4,042		
Dutch	18	1,302		
Belgian	10	4,560		
Greek	7	9,814		
Danish	7	600		
Portuguese	3	140		
Turkish	1	2,106		
Total	2,129	257,000	895	27,326

Total registered tonnage of ships entered:	Tons.
Spanish	987,481
Foreign	731,311

Of the 1,966 ships carrying the Spanish flag, 1,417 were coasting vessels. One line of steamers entered above as Spanish is owned in England, and nearly all the Norwegian, Swedish, German, Russian, and Danish steamers were chartered by British firms or engaged in British trade.

SWEDEN.

REPORT FROM CONSULATE-GENERAL AT STOCKHOLM.

Since 1842, education has been compulsory in the Kingdom of Sweden, and all children between the ages of 7 and 14 must receive instruction either at the hands of the Government or through some institution of learning. It is a novelty to find a Swede who can not read or write. The people are consequently alive to the questions of the day and to the necessities and wants of trade. They are the Yankees of Europe; and if their commercial friendship is cultivated, our merchants will find here every year a growing market for their supplies. When it is remembered that Sweden is practically the door to Russia; that the forests of Scandinavia are just being tapped; that the iron deposits are among the largest in the world; that railways extend into the Arctic circle; that the waterfalls, as numerous as the cities, are just being harnessed, it can be imagined that the market will expand. Sweden must import colonial produce and machinery, and in return, it sends out the products of the mines and forests. It has been an agricultural country, and even at the present day, 60 per cent of the population are tillers of the soil; but year by year, as new factories, mills, and plants have been erected, the people are beginning to see that manufacture is profitable. The Government has adopted the policy of protection to these new lines of industry, and Swedish goods can now be found in most parts of the world. Anything that can be utilized in a land anxious to be "up to date" can be sold in Sweden.

The population has not increased as rapidly as might be expected, this being due in great measure to the large emigration and the delay in opening up the great northern regions, practically unknown twenty years ago. With the completion of railroads now under construction, that zone will teem with prospectors, and I doubt if Europe has a richer field. The country, however, lacks workers. The population of Sweden is something over 5,000,000. The Government is a limited monarchy. The people are free, and no embargo is placed on commerce.

The American exporters must not overlook the opportunities in Scandinavia. The possibilities of trade are good, but there is, unfortunately, no direct line of steamers between Swedish and American ports. All imports come through English, German, Danish, or Norwegian hands. A transfer of the cargo to other vessels is necessary, and the expense is thereby considerably increased. The Swedish merchants have been asking every year for a subsidy which would enable a direct line to begin operations, but the Riksdag has taken no action.

IMPORTS AND EXPORTS.

I submit a general review of the imports and exports from the Kingdom of Sweden for the year 1899. The values are not stated, but the quantities give an idea of the leading articles of trade:

Articles.	Import.	Export.
Cotton...... metric tons..	15,871	....
Fish................do....	36,206	32,075
Pork................do....	11,927	2,502
Fertilizer..........do....	104,329	....
Horses and farm animals, head..................	2,015	7,880
Meats.......metric tons..	1,426	220
Machinery and implements.................	$5,883,136	$2,329,724
Pig iron.....metric tons..	52,895	104,259
Steel rails..........do....	82,994	....
Iron rods...........do....	8,563	....
Manufactured iron.do....	....	206,893
Refined oils........do....	69,911	....
Cheese.............do....	271	5
Paper...............do....	2,015	39,446
Pulp................do....	503	209,769
Salt.............bushels..	2,610,040	....
Butter.....metric tons..	479	20,656
Oleomargarine....do....	1,107	37
Wheat.............do....	157,217	....
Barley.............do....	367	84
Corn...............do....	38,247	....
Rye................do....	144,814	....
Wheat flour.......do....	15,388	435
Rye flour.........do....	7,377	3,553
Coal............bushels..	114,831,400	....
Tar................do....	7,030,086	6,400,272
Wool.......metric tons..	4,108	90
Textiles...........do....	4,668	257
Copper............do....	....	186
Iron ore...........do....	....	1,439,872
Zinc ore...........do....	....	49,797
Oats...............do....	....	88,939
Matches...........do....	....	17,881
Wood products.cubic feet	....	218,097,663

COAL.

Sweden produces no coal of consequence, and the great advance in prices of English coal this year has been the cause of a few cargoes coming from America. What has come has been entirely satisfactory, and for the future, it seems to be only a matter of price. The freight from America is very high, about 19s. 6d. ($4.74) per ton, but if England does not offer figures lower than those which have been given the trade in the past six months, a large business with the United States will result. England has furnished the main supply in the past, but can not hope to hold the business with the prices now prevailing.

LOCOMOTIVES.

The American locomotives that have been put on the State railways (to the number of 30) are meeting with great praise. Their coming was not relished by the home manufacturers, and their construction was somewhat of a novelty to the trade. I now learn that the new engines under construction in the Kingdom are patterned after the American type, and that a large firm in Sweden has purchased the patent for the use of the compound cylinder. The locomotive works are taxed to their utmost, and it is not unlikely that more orders will be placed in America.

USE OF TURF FOR FUEL.

There are immense deposits of bog in this Kingdom, but its use as fuel in the place of coal has never been so large as this year, on account of the high price of coal and wood. The factories in the south of Sweden that have had recourse to turf as fuel have reported satisfactory results. It will be more extensively in use next year. The inventive genius of the land is at work on improved methods to cure the turf and also to construct boilers fit for the fuel.

GRAIN.

Since the 1st of January to the 1st of September of the present year, there were imported into the Kingdom—

	Tons.		Tons.
Wheat	106,674	Rye	104,050
Barley	10,295	Wheat flour	5,744
Corn	14,652	Rye flour	4,752

The crop year just closing has been one of the most satisfactory ever known, and was reaped under fortunate circumstances. The large import of grain that took place last year will not be repeated the coming winter and spring.

STATISTICS FOR 1898.

Statistics in Sweden are delayed in publication, but it may be interesting to note the value of some of the imports for the year 1898. In the way of machinery, both for the working of woods and metals, about $1,250,000 worth was imported; of printing presses, typesetting machines, and printers' materials, almost $1,100,000 worth. Foreign electrical machinery was sold in the Kingdom in 1898 to the value of $1,100,000. Manufactured goods to the amount of nearly $5,000,000 were imported and sold. Fertilizer, etc., came into the Kingdom for $2,000,000.

The importation of wheat and rye and flour amounted to $1,000,000; American pork, to $1,450,000; wines, to $1,100,000; cotton and woolen goods, shoddy, etc., to $4,000,000; tobacco, almost entirely of American origin, but coming through Bremen, nearly $2,000,000.

TRADE WITH THE UNITED STATES.

Our commerce with Sweden has never been so great as at present, and it shows signs of reaching still larger dimensions. The merchants in the United States who have made the most progress are those that have appointed agents to represent them; merchants who are known to the trade and push the goods of their consignors. Germany has been working this peninsula for one hundred years, and even at the present day, has agents drumming up trade. Denmark is not behind. Many American firms use the free harbor at Copenhagen as a distributing point for northern Europe, and it has its advantages. There is no free harbor in Sweden, although the merchants every year bombard the Riksdag with voluminous petitions for such assistance.

TRANSPORTATION.

The means of transportation throughout the kingdom are excellent. There are 10,359 kilometers (6,437 miles) of railways and canals, and numerous rivers and lakes. Of all countries in Europe, Sweden has the greatest length of railways in proportion to her population.

The cost of railway construction up to the close of 1897 was 654,000,000 crowns ($175,272,000). At that time, there were 1,078 locomotives in use, 2,315 passenger coaches and 27,389 freight cars. In the construction of all new locomotives, the American type is being closely followed. The fuel is English coal, but experiments have been made with the American article as before mentioned, and it will be a matter of price as regards its future use. Considerable talk is heard as regards the advisabilility of endeavoring to make the waterfalls in the Kingdom generate enough electricity to supplant steam, but that is a question for the remote future.

The merchant marine is a great auxiliary in the movement of merchandise, and there are large shipbuilding yards at Stockholm, Gothenburg and Malmo. In 1898, the merchant marine of Sweden had 2,004 sailing ships, with a capacity of 297,392 tons, and 817 steamships, with a capacity of 265,994 tons. During 1898, 31 sailing vessels were constructed, of a capacity of 3,673 tons, and 22 steam craft were built with a tonnage of 2,424. There were also purchased the same year 107 foreign sailing ships of 24,973 tons, and 45 steamships of 39,372 tons. Twenty-two thousand seven hundred and ninety-six men were engaged in seafaring life.

SUGAR BEETS.

The manufacture of sugar from the beet is an industry that is rapidly extending, but under present conditions, no exports may be expected. Vast tracts of the southern part of the Kingdom are used for growing the beet. At the close of last year, there were 19 factories. The quantity of beets ground up was 480,931 tons, but a bad crop caused this figure to be much less than the year before, when 716,141 tons of beets came to the factories. The policy of these factories seems to be to raise their own beets, and one (Sabyholm) raised 30 per cent of the amount used by its refinery. The prices paid for the beets ranged from 40 to 45 cents per 200 pounds. Raw sugar was made to the amount of 59,316 tons; molasses, 13,153 tons; and there were 270,000 tons of refuse, which is used for animal food.

EMPLOYMENT OF LABOR.

Twenty-five thousand men are engaged in the sawmill industry, 26,000 in the mines, 35,000 in the metal industries, 55,000 in the building trades, 51,000 in the cotton and weaving factories, and 102,000 in trade and commerce.

IRON TRADE.

The year 1899 has proved itself to have been one of the most profitable ever known to Sweden. No less than 321 iron mines were worked, and they produced 2,434,606 tons of rough ore of a value of $3,400,000. There were manufactured 497,727 tons of pig iron. Of steel and forged iron, 364,467 tons were made, valued at $14,800,000. Swedish steel is produced almost entirely with charcoal, and the fuel so used was valued at $5,100,000.

MONEY MARKET.

In the last two years, the interest rates for money have been very high (6½ to 7 per cent), and a tumble in securities took place this year. The good crops and the great activity in shipping will ease the tension, and money is expected to be easier.

There has been some talk about placing Government loans in the United States, and I believe that if the attempt is made our banks will make no mistake in underwriting it, as the State railways alone are worth the national debt. This dearness of money has, in a measure, intimidated business men, but with the prospects of easy money, new enterprises are again springing up on all sides.

EDWARD D. WINSLOW,
Consul-General.

STOCKHOLM, *September 26, 1900.*

GOTHENBURG.

The customs returns show that the import at Gothenburg during the first seven months (January to July) of this year differed somewhat from the import during the same period of 1899. The import of the following articles decreased: Liquors, pork, fertilizers, hides and skins, meat, machinery and tools, pig iron, rails, cheese, paper, oleomargarine, raw sugar, sirup and molasses, indian corn, rye, wheat flour, tallow, tar, wine, and woven fabrics. The import of the following articles increased: Cotton, fish, bar iron, oils, salt, butter, refined sugar, wheat, barley, rye flour, coal and coke, tobacco, and wool.

The following table, enumerating the more important articles, will more clearly show this:

Imports, January to July, 1900.

Articles.	1899.	1900.
Butter:		
Natural ... pounds..	2,787	14,729
Artificial ... do....	807,219	139,040
Cheese ... do....	33,457	31,677
Coal and coke ... bushels..	12,550,249	14,277,640
Cotton ... long tons..	5,531	6,324
Fertilizers ... do....	10,364	7,244
Fish, salted, dried, or pickled ... do....	6,400	9,536
Flour:		
Wheat ... pounds..	7,102,690	3,667,560
Rye ... do....	1,114,311	1,859,834
Grain:		
Barley ... do....	183,372	3,416,460
Indian corn ... do....	4,898,321	2,186,465
Rye ... do....	13,657,333	12,541,712
Wheat ... do....	14,659,179	19,668,522
Hides and skins ... do....	2,129,319	1,022,101
Liquors, in barrels:		
Arrack, at 50 per cent ... gallons..	20,513	21,881
Brandy, at 50 per cent ... do....	38,956	38,379
Rum, at 50 per cent ... do....	561	340
Whisky, at 50 per cent ... do....	23,835	19,184

Imports, January to July, 1900—Continued.

Articles.	1899.	1900.
Live stock:		
Horses .... head..	17	30
Neat cattle .... do....	44	103
Sheep .... do....	7	1
Machinery, tools, and implements .... dollars..	1,045,643	749,876
Meat, all kinds .... pounds..	202,049	153,693
Metals:		
Pig and ballast iron .... tons..	8,110	8,049
Rails .... do....	12,275	5,618
Bar iron .... do....	163	353
Oils, mineral, refined .... pounds..	10,483,737	15,482,760
Paper, all kinds .... do....	753,947	658,421
Pork and bacon .... do....	3,737,044	1,626,512
Salt, common .... bushels..	308,289	379,176
Sugar:		
Refined .... pounds..	40,060	51,198
Raw .... do....	5,049,722	3,902,534
Tallow .... do....	3,403,942	2,421,828
Tar .... do....	268,068	174,159
Tobacco, leaves and stems .... do....	509,243	592,694
Wine:		
In barrels .... gallons..	87,318	76,687
In bottles, etc .... do....	19,469	17,315
Wool .... pounds..	2,301,926	3,006,329
Woven fabrics:		
Cotton .... pounds..	913,004	764,568
Linen .... do....	206,595	202,431
Silk goods, all kinds .... do....	32,645	29,659
Woolen goods .... do....	569,101	428,656

Probably the most noteworthy feature is the falling off in the import of machinery and tools, pork, corn, and flour. The heavy import duty on the three articles last mentioned undoubtedly plays a prominent part in reducing the import. The price of American pork is also high at present. For some time past, I have not seen any newspaper articles or any reports tending to create prejudice against American meat or pork. Out of 1,134 sides of American pork examined here during the first six months of the present year, 9 were found to contain trichinæ.

The crops of grain, potatoes, vegetables, and fruit have been good this fall, and may have some effect on the import next year. The Swedish farmers raise comparatively little wheat, however. The crop of hay has been fairly good, except in certain localities.

As to machinery and tools, some people here are inclined to believe that the Swedish industries are now fairly well supplied with modern machinery, and that any further increase in the import of this article can hardly be expected. The newspapers frequently contain reports about the building or enlargement of factories for the production of railroad engines and cars, electric machinery, petroleum motors, automobiles, and the like. One company, with a capital stock of 10,000,000 kroner ($2,680,000), has been recently incorporated for the manufacture of electric machinery. It is even said that the American locomotives imported here last year have been copied, so that engines of this type are also made here; but still it is reasonable to expect that many products of American ingenuity will continue to find a market in this country. It is likely, however, that the scarcity of money may have some effect upon the imports, and many manufacturers may hesitate to enlarge their plants, not knowing how long the present high prices will be maintained.

The high price of coal is also an impediment to the manufacturers, who must use steam to run their machinery. Numerous experiments are therefore being made in order to ascertain the possibility of using peat, or peat coal, as fuel. It has also been proposed to use available waterfalls for the production of electric power for certain sections of the railroads. The coal-mining companies in the southern part of the country are actively engaged in searching for new fields. About 5,000 tons of American coal recently arrived at this port and more may follow, but the high freight rate (about $4.80 per ton) is the great obstacle to be overcome.

Agents for German manufacturers are advertising electric machinery, but I have not seen any such advertisements from American firms.

The value of the declared exports from Gothenburg to the United States during the first half of this year shows an increase of $110,195.89, compared with the exports during the same period in 1899. Of this increase, $47,274.75 is for wood pulp; $41,411.33 for hides and skins; $9,427.41 for matches, and $4,640.23 for iron and steel. Wood pulp seems to be much in demand.

House building has been dull for some time in Gothenburg. The builders or contractors who have insufficient funds experience difficulties in trying to borrow money at reasonable rates, and their workmen have joined in a strike for higher wages.

ROBERT S. S. BERGH, *Consul.*

GOTHENBURG, *October 17, 1900.*

GOTHENBURG TRADE IN 1900.

As far as I have been able to learn, the year 1900 did not present any exceptional features in Sweden, nor was there a "financial crisis," as reported from certain quarters. It is true that money is still scarce, but this has only reduced the import of certain articles, has caused small capitalists to unite in companies, and may have made business men in general a little more reluctant to start new enterprises.

The preliminary import statistics for Gothenburg seem to show that there has been decrease in the import of certain classes of goods produced in the United States; but, generally speaking, it can be said that American goods are gaining ground more and more, in spite of competition from other countries and from the manufacturers here. A large traveling crane of American manufacture was lately erected in a shipyard here, and similar hoisting apparatus of American make will be erected in other parts of the country. American shoes are sold in this city in spite of the import duty; but I have been told that American shoes made in Germany are (or recently have been) also sold here. Large quantities of fine, wholesome, American horse meat have arrived here during the year. Since the American shippers of horse meat learned how to seal the barrels in accordance with Swedish regulations, I have not heard any remarks or complaints, and the meat is consumed by all classes of persons who are not prejudiced by the name. American pork is mostly used by laborers and country people; with few exceptions, the urban population consider it too fat and soft. American corned beef is sold in every prominent grocery store.

American tools and machine tools are just as popular as ever, although the Swedes now make good articles in this line, more or less resembling American products. It is hardly likely that American locomotive works can sell any more locomotives to the Swedish State railroads. As far as possible, the Government wants to patronize the domestic works, and the desirable features of the American engines will, it is stated, be more or less adopted by the builders here.

It is said that not since 1875, has the price of English coal been so high as during 1900. The freight rates have also been high, varying from $1.46 to $1.70 per ton from England to Gothenburg. The high freight rates have also prevented American exporters of coal from taking a more active part in the competition here. I understand that several cargoes of American coal have arrived in Sweden, two being for Gothenburg. Large contracts for English coal, it is said, have lately been made, and therefore American steam or bunker coal can hardly be sold here now. Anthracite coal could possibly be sold here, however, because English anthracite coal is high in price, and American hard coal superior in quality. A coal agent here tells me that he has received very fine samples of American hard coal.

As to exports, butter, matches, wood pulp, and iron may be considered the more important articles.

Generally speaking, it may be said that the commerce in butter has been good, and the prices have been a trifle higher than during the year 1899. The average price of butter exported to England has been 1.92 kroner per kilogram, or about 23 cents per pound. It is reported that the quality has been fairly uniform, especially among the larger dairies, which have understood the advantages of pasteurizing the milk or the cream. During the first part of the year, the export of butter was exceptionally small, owing to scarcity of fodder, which was a result of the drought the preceding year. The total export of butter from Sweden was about 377,225 hundredweight, of which more than one-third was shipped from this port. The export of butter from this country seems to be steadily decreasing, the export in 1900 being nearly 5,000 tons less than five years ago. Several reasons are given for this decrease—increased consumption within the country, increased production and consumption of cheese, and high price of cattle fodder, caused in part by the import duty on maize. Butter from America and Australia may also have some influence on the English market.

The Swedish manufacturers and exporters of wood pulp may well be pleased with the business during the year 1900, and they expect good returns also for this year. Sulphite and sulphate pulp of well-known marks have commanded a price ranging from $40 to $43 per ton, free on board Swedish port. For dry mechanical pulp, the prices have varied from $24 to $32, and for moist mechanical pulp from $12 to $15 per ton, f. o. b. in Swedish port for export, depending on quality and time of delivery. Mechanical pulp is sold mainly to England; some also to the Continent. Only chemical pulp is shipped from this port to the United States.

The export of matches has increased at fairly good prices, but it is hard to state whether or not this industry has yielded any real profits. It is said that suitable wood for matches is getting scarce in Sweden, and considerable quantities of such lumber must be bought from Russia.

Compared with the year 1899, the export of iron in 1900 shows a decrease of 14,900 tons. Pig iron and bars show the most decrease. Only three articles—namely, blooms, rough bars, and nails—have increased in export. In the latter part of the year, the market was dull, with falling prices, and foreign purchasers did not order more than necessary, expecting a still larger reduction. The manufacturers here think, however, that inasmuch as the stock of Swedish iron abroad must be small, buyers will soon be more inclined for business. Some slight activity has already been noted since the exporters have lowered their quotations.

The tables below state the import and export of the more important articles at this port during the years 1899 and 1900:

IMPORTS.

Articles.	1899.	1900.
Alum ... pounds	205,950	139,924
Asphaltum ... tons	1,072	643
Borax ... pounds	72,112	78,797
Bran ... do	12,434,641	17,175,069
Butter and oleomargarine ... do	1,057,182	433,993
Candles ... do	22,866	67,441
Cheese ... do	75,151	74,558
Chlorate of potash ... do	406,832	402,450
Chloride of lime ... do	3,472,922	4,473,887
Coal ... bushels	22,446,633	24,252,322
Coke ... do	196,812	2,487,479
Cotton ... tons	7,670	8,852
Crockery:		
China ware ... pounds	144,112	174,608
Stoneware ... do	276,704	243,333
Dyestuffs:		
Aniline ... do	505,372	578,057
Indigo ... do	60,252	55,902
Envelopes, paper ... do	81,605	77,725
Fertilizers ... tons	24,846	24,974
Flax ... pounds	1,768,832	1,250,248
Flour:		
Wheat flour ... do	13,769,923	6,008,379
Rye flour ... do	3,087,123	2,208,019
Glauber salt ... do	12,562,650	17,333,341
Glass:		
Window glass ... do	347,462	260,326
Mirror plates—		
Silvered ... do	109,363	81,753
Unsilvered ... do	173,560	97,836
Grain:		
Barley ... do	183,372	3,745,957
Beans ... do	1,214,375	1,241,479
Maize (indian corn) ... do	10,671,768	2,186,575
Pease ... do	293,514	576,704
Rye ... do	20,691,516	16,160,818
Wheat ... do	30,081,884	28,771,104
Grapes ... do	82,452	52,598
Hemp ... do	1,268,853	1,222,483
Hides and skins, raw ... do	3,591,906	2,191,714
Hops ... do	328,419	367,279
Lard ... do	1,888,672	1,778,411
Leather (sole leather) ... do	1,155,541	754,434
Lemons (citrons) ... do	103,296	94,099
Liquors:		
Arrac ... gallons	39,762	40,444
Brandy ... do	88,834	81,231
Liqueur ... do	3,475	3,345
Rum ... do	1,307	847
Whisky ... do	48,642	43,559
Machinery and tools, value	$2,280,060	$1,586,093
Metals (iron and steel):		
Bars and structural iron ... tons	3,702	3,555
Pig iron ... do	19,591	16,090
Plates ... do	928	1,722
Rails ... do	12,304	7,730
Sheet iron—		
Tinned ... do	2,869	2,252
With other surface coating ... do	354	399
Tubes	4,588	3,386
Metals, other kinds:		
Copper and alloys ... tons	751	1,867
Copper sheets ... do	292	359
Lead—		
In pigs ... do	269	229
In sheets ... do	583	536
Tin ... do	188	249
Zinc ... do	251	295
Zinc in sheets ... do	726	748
Nails ... pounds	675,361	648,009

IMPORTS—Continued.

Articles.	1899.	1900.
Oils:		
Linseed and rape seed oils ....pounds	835,558	844,611
Petroleum and naphtha ....do	29,923,243	40,015,256
Other kinds ....do	13,459,689	14,696,143
Oil cakes ....tons	7,189	6,326
Oleine ....pounds	502,088	1,018,106
Oranges ....do	1,884,882	1,731,275
Orange peel, dry ....do	54,924	103,556
Paper ....do	1,284,450	1,228,820
Paper sheathing and pasteboard ....do	3,951,853	2,349,866
Paraffin ....do	1,953,013	2,095,124
Paints, white lead, and zinc ....do	2,061,153	1,792,915
Phosphorus ....do	119,152	135,759
Plaster of paris ....do	2,800,107	3,055,650
Plaster stone (gypsum) ....do	1,507,351	304,896
Plums and prunes, dry ....do	838,054	892,854
Potash ....do	720,774	816,202
Pork ....do	4,202,075	2,779,286
Preserves ....do	558,950	485,068
Raisins ....do	1,284,750	1,117,871
Rice ....do	4,506,590	1,145,040
Rosin ....do	2,582,890	5,960,186
Saltpeter ....do	165,188	174,842
Seeds:		
Clover and grass seeds ....do	1,026,158	676,878
Canary seed ....do	42,224	58,686
Lin and rape seeds ....do	16,814,199	16,288,855
Sugar:		
Raw ....do	6,528,599	3,701,030
Refined ....do	75,964	83,417
Sirup ....do	10,543,003	10,810,278
Soda ....do	9,109,004	8,698,137
Starch and dextrine ....do	408,274	286,920
Tallow ....do	6,603,057	5,249,982
Textile fabrics:		
Cotton cloth ....do	1,352,963	1,175,213
Cotton thread ....do	312,614	275,251
Cotton yarn ....do	Unknown.	2,726,823
Linen cloth ....do	382,490	823,057
Linen thread ....do	20,174	19,240
Jute cloth ....do	658,014	759,716
Knit goods ....do	48,062	82,224
Woolen cloth ....do	1,014,193	890,689
Woolen yarn ....do	Unknown.	1,038,785
Tobacco, raw:		
Leaves ....pounds	823,370	886,765
Stems ....do	513,200	204,481
Tobacco, manufactured: Cigars ....do	54,676	48,532
Train oil ....do	865,949	820,166
Turpentine ....do	300,436	288,148
Wines and berry juices, in barrels ....do	1,446,630	1,814,797
Wines, in bottles, etc ....gallons	35,382	31,387
Wool ....pounds	4,102,282	4,799,125

The following table shows the quantity of some of the more important articles exported from this city in the years 1899 and 1900:

EXPORTS.

Articles.	1889.	1900.
Butter ....pounds	22,672,227	19,638,050
Cheese ....do	2,251	1,786
Glass, bottles ....tons	6,481	7,293
Grain:		
Barley ....pounds	2,315	2,240
Beans ....do	665,291	749,299
Oats ....do	21,176,204	4,899,665
Rye ....do	20,943	33,281
Vetch ....do	123,936	255,880
Wheat ....do	19,951	8,625
Herring:		
Fresh ....do	32,241,955	4,456,722
Salted ....do	8,054,790	4,504,472
Matches ....tons	14,749	15,643
Metals, iron and steel:		
Bars and rods ....do	60,864	62,900

EXPORTS—Continued.

Articles.	1889.	1900.
Metals, iron and steel—Continued.		
Blanks and plates ....tons..	251	282
Blooms and rough bars ....do....	7,782	8,822
Ingots ....do....	2,752	1,513
Nails ....do....	1,941	2,384
Pig iron ....do....	28,534	27,594
Tubes and pipes ....do....	5,528	5,658
Wire ....do....	80	102
Metals, other kinds:		
Copper ....cwt..	79	141
Lead ....tons..	185	168
Silver ....pounds..	635	635
Tin ....cwt..	106	128
Zinc ....do....	8	135
Ores:		
Copper ore ....cwt..	152	1,086
Iron ore ....do....	960	25
Lead ore ....tons..	1,040	598
Zinc ore ....do....	27,757	26,715
Paper sheathing and pasteboard ....pounds..	16,772,283	17,189,565
Paper, other kinds ....do....	57,525,830	76,206,668
Pork ....do....	856,902	235,528
Textile fabrics:		
Cotton cloth ....pounds..	335,617	238,690
Cotton yarn ....do....	488,997	438,425
Linen and hemp cloth ....do....	18,648	14,669
Woolen cloth ....do....	131,290	185,477
Woolen yarn ....do....	219,854	337,116
Wood pulp:		
Dry ....tons..	84,858	80,486
Moist ....do....	5,373	6,646
Wooden wares:		
Beams and rafters ....cubic feet..	39,167	43,020
Deals, battens, and boards ....do....	8,400,360	8,811,033
Joinery, value	$1,007,436	$1,332,899
Pit props ....cubic feet..	12,579,209	15,143,732
Railroad ties ....do....	1,096,946	1,178,663
Shingles, value	$240,519	$576,181
Spars ....cubic feet..	84,785	151,770
Staves and heads ....do....	20,484	14,975
Turned goods, value	....	$124,324

SHIPPING.

During the year 1900 the below-mentioned vessels arrived from or departed to foreign ports. The next statement shows vessels arriving from or departing to ports in the United States:

Vessel.	Entered.		Cleared.	
	Number.	Tonnage.	Number.	Tonnage.
Steamers	2,268	1,146,988.44	2,687	1,113,758.38
Sailing vessels	773	93,026.86	559	72,029.95
Total	3,041	1,240,015.30	2,687	1,185,788.33

Arrived from the United States.

STEAMERS.

Name.	Master.	Cargo.	Tons.
Burgomeister Petersen....	C. Stege	Petroleum	1,779.54
Melbridge	Bennington	Phosphate	2,242.79
Paula	Hettmeyer	Petroleum (and staves)	2,137.05
Laureldine	J. Seppatt	Coal	2,987.31
Gut Heil	L. Schröder	Petroleum	2,089.07
Total	....	....	11,235.76

Arrived from the United States—Continued.

SAILING VESSELS.

Name.	Master.	Cargo.	Tons.
Signal	Svensen	5,575 barrels petroleum	948.49
Ole Smith Plough	J. C. Andersen	3,575 barrels petroleum	623.25
Hermann	Jessen	11,261 barrels petroleum	1,705.89
Emil Stang	O. Evensen	5,475 barrels rosin	860.41
Total			4,138.04

Departed for the United States.

Name.	Cargo.	Destination.
Steamers:		
Burgomeister Petersen	Ballast	Philadelphia, Pa.
Paula	do	New York, N. Y.
Gut Heil	do	Do.
Sailing vessel:		
Emil Stang	do	Brunswick, Ga.

DOMESTIC SHIPPING.

During the year 1900, the Gothenburg coast traffic employed 44 steamers, which together made 4,023 trips to and from this city. Of these steamers, 26 also entered German, Danish, or Norwegian ports.

In the canal traffic, 156 steamers were engaged, comprising 30 passenger steamers which made 4,498 trips, and 126 freight steamers which made 6,038 trips—in all, 10,536 trips—to and from Gothenburg by the canals. Of the canal freight steamers, 20 have also visited foreign ports.

MERCHANT MARINE.

At the end of the year 1900, the merchant marine was as follows:

	Number.	Tonnage.	Nominal horse-power.
Steamers	188	98,495.67	16,928
Sailing vessels	40	17,476.08	
Total	228	115,971.75	16,928

During the year, 29 vessels, of altogether 15,233.57 tons, were purchased; 6 vessels, of 1,683.44 tons, were sold, and 2 vessels, of 1,488.15 tons, were lost. The two largest steamers hailing from this port measure each more than 2,000 tons, and in all there are 30 steamers measuring each more than 1,000 tons. There are 3 sailing vessels measuring more than 1,000 tons each.

EMIGRATION.

During the year reported on, 22,547 emigrants embarked in the Swedish ports of Gothenburg, Malmö, Helsingborg, and Stockholm, including 14,202 Swedes and 8,845 persons from other countries.

More than three-fourths of the Swedish emigrants embarked in this port. Among these were 3,489 young men who were subject to military service, but got permission to leave the country. The corresponding figure for 1899 was 2,299.

ROBERT S. S. BERGH, *Consul.*

GOTHENBURG, *March 12, 1901.*

HELSINGBORG.

Statement showing the chief articles exported from the port of Helsingborg, Sweden, in 1900.

TO FOREIGN PORTS.

Bark	kilograms	1,149,600
	pounds	2,534,408
Butter	kilograms	1,966,400
	pounds	4,335,121
Clay:		
Fireproof	kilograms	10,723,700
	tons (long)	10,555
Tubes and bricks	kilograms	16,594,100
	tons	16,333
Coal	kilograms	1,656,000
	tons	1,630
Copper ore, and offal therefrom	kilograms	12,437,650
	tons	12,242
Eggs	kilograms	37,750
	pounds	83,223
Fish	kilograms	650,000
	pounds	1,432,999
Furniture and household goods	kilograms	433,700
	tons	427
Hides and skins	kilograms	150,400
	pounds	331,572
Horses	heads	476
Cattle	do	178
Sheep	do	1,120
Swine	do	95
Iron, iron goods, and steel	kilograms	375,350
	tons	369
Lead	kilograms	168,500
	tons	166
Machinery and tools	kilograms	378,500
	tons	373
Meat, pork, and lard	kilograms	368,000
	pounds	811,293
Grain, all kinds	kilograms	295,700
	pounds	651,900
Paper	kilograms	2,320,700
	pounds	4,616,215
Phosphates and manure	kilograms	698,350
	tons	687
Rags	kilograms	110,150
	pounds	242,837
Rubber shoes	kilograms	111,200
	pounds	245,152
Stone, cut and uncut, all kinds	kilograms	7,680,000
	tons	7,559
Turf dust	kilograms	520,200
	tons	512
Vinegar	kilograms	96,400
	pounds	212,519

TO HOME PORTS.

From the Helsingborg Cylinder Mill Company, Limited:		
Flour	kilograms	4,952,390
	pounds	10,918,039
From the Ringstorp Cylinder Mill Company, Limited:		
Flour	kilograms	1,194,000
	pounds	2,632,292
From the Helsingborg Sugar Works Company, Limited:		
Sugar	kilograms	3,163,440
	pounds	6,974,120
From the Sugar Company Union, Limited:		
Sugar	kilograms	1,374,130
	pounds	3,029,407
Raw sugar	kilograms	388,200
	pounds	855,826

Imports from foreign countries at Helsingborg in 1900.[1]

Coal and coke	tons	176,953
Bone	pounds	2,808,660
Coffee	do	2,268,093
Feeding stuff (oil cakes, bran, etc.)	tons	11,494
Fish	pounds	1,213,853
Hides and skins	do	333,336
Iron:		
Bars, plates, and rails	tons	1,770
Langrel (scrap iron)	do	687
Other kinds	do	149
Machinery	do	1,606
Oil:		
Mineral, refined	pounds	3,875,246
Other kinds	do	1,657,859
Oranges	do	233,683
Paper	do	260,584
Pork	do	358,468
Potatoes	do	1,710,108
Phosphates and manure	tons	30,423
Pyrites, common	do	7,662
Rice	pounds	472,886
Seeds	do	859,794
Sirup	do	859,794
Soda	do	443,125
Tallow	do	367,061
Tea	do	14,105
Textile fabrics:		
Cloth	do	375,002
Yarn	do	110,450
Jute, raw	do	1,391,984
Wine	do	306,439
Maize (corn)	do	6,815,300
Oats	do	6,641,578
Wheat	do	13,258,464
Barley	do	2,552,265
Rye	do	6 613,800
Horses	heads	73
Cows	do	99

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[1] Only the most important goods are given.

Arrivals and departures of vessels, port of Helsingborg, during 1900.

	Departures.						Arrivals.					
	Sailing vessels.		Steamers.		Total number.	Total tonnage.	Sailing vessels.		Steamers.		Total number.	Total tonnage.
	Number.	Tonnage.	Number.	Tonnage.			Number.	Tonnage.	Number.	Tonnage.		
Swedish	2,279	71,835	1,266	494,199	3,545	566,034	2,314	73,662	1,260	488,411	3,574	562,073
Danish	197	5,992	537	92,708	734	98,695	199	6,423	537	92,703	736	99,126
German	139	4,865	69	27,486	208	32,351	139	4,865	69	27,486	208	32,351
Norwegian	25	4,244	49	26,052	74	30,296	25	4,244	49	26,052	74	30,296
English	......	....	32	22,849	32	22,849	......	....	32	22,849	32	22,949
Russian	17	2,523	4	2,414	21	4,937	18	2,848	4	2,414	22	5,262
Dutch	3	555	......	....	3	555	3	555	......	....	3	555
Finnish	3	591	......	....	3	591	3	591	......	....	3	591
Total	2,663	90,605	1,957	665,703	4,620	756,308	2,701	93,188	1,951	659,915	4,652	753,103

Statement of clearances and arrivals of steamships for and from American ports during 1900.

CLEARANCES.

Date.	Vessel.	Tonnage.	Nation.	Arrived from—	Port of arrival.	Cargo.	Kilograms.
Dec. 25	Max	1,493	Swedish	....	New York	Sugar, loaded in Neufahrwasser, Germany.	....
				ARRIVALS.			
Jan. 29	Vera	1,388	Norwegian	Port Tampa	....	Raw phosphate	2,250,300
Apr. 11	Helsingborg	1,992	Swedish	.....do......	....	.....do...........	3,522,150
May 27	Ashby	1,600	English	Savannah	....	.....do...........	1,171,950
July 21	Urania	1,953	Norwegian	Port Tampa	....	.....do...........	3,620,100
Dec. 3	James Turpie	1,417	English	.....do......	....	.....do...........	2,188,700

The dry dock at the port of Helsingborg has been used 227 days by 64 vessels, of a total tonnage of 23,475 registered tons, of which 17 were steamers and 47 sailing vessels.

The harvest during the past year is considered to have been more than the average. The sugar beet, an important product in these parts, has yielded more, both in quantity and quality, than during the last two or three years.

Shipping and trade are still increasing, and new steamers continue to be bought and built for companies in this city. Helsingborg is now one of the largest shipowning ports in the country.

LARS VIRGIN,
Consular Agent.

HELSINGBORG, *February 14, 1901.*

NORWAY.

CHRISTIANIA.

Norwegian official statistics are so compiled that in many instances, it is impossible for me to give figures for my consular district only. I shall therefore often have to give figures for the whole Kingdom, but I will also give separate figures for the district as far as practicable.

The total trade between Norway and other countries, Sweden included, has for each of the last five years been as follows:

Year.	Imports.	Exports.	Imports in excess of exports.
1895	$60,081,081	$37,108,108	$22,972,973
1896	64,918,919	39,945,946	24,972,973
1897	71,275,180	45,323,432	25,951,748
1898	75,756,750	43,054,050	32,702,700
1899	83,210,060	42,719,200	40,490,860

Of the imports, some 55.31 per cent consisted of goods intended for consumption, while 44.69 per cent were intended for production; i. e., machinery and products used for industrial purposes. Herein are also included railroad material and steam and sailing vessels.

As an offset to the unfavorable showing of the balance of trade, there must be considered the income from the shipping and from the tourist traffic. The net income from these sources is estimated at $16,000,000 per annum.

A classified statement of the imports into Norway in the year 1899 is given in the following table, wherein also, for the sake of comparison, similar imports for the previous year are enumerated. Furthermore, the table shows the direct imports into Norway from the United States for 1899 and 1898, classified in the same manner, thus affording a ready view of increase or decrease from year to year.

IMPORTS.

Classification.	Total imports.		Imports from United States.	
	1898.	1899.	1898.	1899.
Petroleum	$887,920	$1,130,478	$748,460	$937,438
Beef	722,450	747,988	78,000	59,898
Pork	1,306,050	1,455,986	283,540	391,628
Leather and skins	2,292,400	2,241,980	282,000	396,774
Tallow, lard, and margarin	956,054	1,306,568	406,000	565,266
Butter	200,000	127,782	45,000	34,277
Wheat	383,030	307,074	6,850	87,180
Flour	1,719,200	1,915,985	121,540	206,494
Corn	421,910	750,458	263,600	382,650
Corn meal	4,130	4,824	3,536	510
Rye	5,722,000	5,502,280	807,950	968,900
Rye meal	995,560	1,428,440	...	562
Barley	2,131,800	2,685,869	...	17,955
Barley groats	53,054	87,592	...	...
Barley meal	48,000	79,088	...	17
Oats	76,450	209,790	...	...
Oat groats	53,050	141,880	20,510	23,876
Oatmeal	7,700	5,547	510	154
Beans and pease	161,870	203,787	54	...
Cheese	112,300	233,250	107	428
Eggs	200,460	148,364	...	...
Live cattle	340,300	495,907	...	...
Flax, hemp, tow, and jute	476,289	470,770	...	...
Cotton	470,400	486,956	4,300	6,137
Rice	190,000	183,419	...	...
Coffee	2,997,240	1,980,278	1,810	...
Tea	65,244	60,140	135	...
Sirup	354,700	384,768	7,000	26,000
Sugar	1,880,000	1,985,638	810	3,778
Fruits	685,000	717,784	39,000	32,106
Wines	1,536,190	1,289,937	5,510	2,653
Spices	79,140	91,660	...	...
Tobacco	872,350	779,638	169,980	61,238
Hops	194,350	193,067	...	...
Vegetables	237,240	440,297	760	3,350
Alcohol and liquors	574,030	638,483	81	107
Wool and shoddy	465,510	693,342	...	...
Yarns and threads	1,769,080	1,813,100	2,030	697
Ropes and cords	291,110	286,116	...	184

IMPORTS—Continued.

Classification.	Total imports.		Imports from United States.	
	1898.	1899.	1898.	1899.
Manufactures of—				
Silk	$685,810	$691,010	$80	$214
Wool	3,363,350	3,424,880	700	2,358
Cotton	1,945,180	2,051,800	1,920	2,840
Linen, hemp, and jute	605,400	555,370	380	....
Hats, caps, and notions	783,760	904,473	2,430	4,824
Boots, shoes, and leather goods	292,500	414,970	4,500	7,290
Oils other than petroleum	1,004,620	1,100,836	9,838	11,200
Varnishes, paints, and tar	208,540	237,984	3,500	3,750
Rubber and rubber goods	419,330	405,725	2,400	5,440
Seeds and plants	550,050	561,728	80	4,046
Watches and clocks	443,110	488,000	10,920	9,138
Musical instruments	217,400	207,566	8,100	6,646
Books, pictures, and stationery	852,650	670,750	4,050	3,750
Woods and barrel staves	1,513,600	1,705,000	24,900	69,980
Manufactures of wood	1,057,000	905,980	14,500	41,380
Hair and feathers	175,800	176,665	170	27
Candles (all kinds)	44,760	35,081	2,140	....
Oil cake and other animal foods	132,050	204,800	....	....
Paper and paper articles (all kinds)	612,000	732,578	3,750	2,600
Cork, bark, straw, etc	238,300	266,600	....	26
Coal and coke	4,664,620	6,437,000	....	....
Cement	240,300	333,686	....	....
Salt	488,700	504,960	....	....
Soda and potash	115,300	182,000	....	....
Manufactures of—				
Clay	509,620	515,310	730	590
Glass	412,040	409,290	110	54
Pig iron	340,000	392,600	....	....
Steel	144,380	163,450	1,810	3,270
Band, bolt, and rod iron	952,300	1,091,350	920	1,690
Sheet and plate iron	714,080	1,061,600	37	670
Copper and brass	319,270	395,890	....	27
Other metals	366,000	593,000	216	54
Tools (all kinds)	689,600	879,000	20,270	35,200
Iron pipes, tubes, and beams	881,540	1,214,390	6,190	12,654
Heavy iron castings	122,400	204,030	3,870	8,254
Other manufactures of iron	3,376,800	4,191,700	40,570	85,330
Manufactures of copper	643,900	921,200	7,675	5,500
Steamships	4,402,600	4,440,570	....	....
Sail ships	823,470	583,160	42,730	....
Wagons, carriages, and sleighs	139,430	319,750	1,860	2,060
Locomotives and tenders	187,080	73,570	46,432	4,824
Locomobiles	27,620	35,670	....	....
Motors	130,000	444,260	3,270	18,950
Steam thrashers	10,190	4,690	....	....
Reapers and mowers	48,405	122,560	11,510	72,840
Other farm machinery	180,000	218,130	12,940	21,600
Other machines	1,343,000	1,463,900	38,810	133,500
Parts for machines	564,210	509,300	12,270	7,130
Other implements	590,000	872,740	8,040	52,980
Goods not classified in statistics	5,301,124	5,233,253	283,009	319,107
Total	75,756,750	83,210,060	3,836,700	5,172,000

The direct importation of American goods into Norway is gradually increasing, and when we consider the large quantities of goods of American origin that are disposed of in this market by jobbers in England, Germany, and other countries, and are entered on the books at the Norwegian custom-houses as products of those countries, our trade with Norway is certainly seen to be in a fairly prosperous condition. If we judge by the past, there is every reason to expect that this trade will continue to increase from year to year. The indirect import of American goods may be estimated at from $3,000,000 to $4,000,000 per annum, which would swell the total to over $9,000,000.

The direct import of American goods has been as follows for each of the last four years:

1896	$3,045,433	1898	$3,836,700
1897	3,240,200	1899	5,172,000

I am aware that American export houses employ traveling salesmen in some of the European countries, and believe it would be to their advantage to pay a little more attention to the Scandinavian countries in this respect. The license for foreign traveling salesmen in Norway remains 100 kroner ($26.80) per month of thirty days. This gives sufficient time for a salesman to visit the principal towns in the country. The number of licenses issued at Christiania in 1899 was 1,333, of which only 3 were taken out by Americans.

When Americans maintain commission houses or general agents in Europe, it is advisable not to give too large a territory to one firm or person. With regular jobbing houses, it may possibly be different. Of late, some American houses have lost money through the failures of Norwegian importers, and it is very essential that prudence should be exercised in the extension of credit. As a rule, no credit should be granted unless the standing of the customer has been ascertained through the medium of a responsible bank or a commercial information bureau. If uncertain commission houses or agents are furnished with goods, it is good policy to have them sign contracts to the effect that the ownership of the goods involved remains with the American proprietor, until disposed of and accounted for in compliance with the stipulations of the contract. Book accounts are outlawed in three years.

The cost of obtaining a patent in Norway is about $25, and it will pay the sellers of valuable new inventions to take out a patent before offering their goods for sale. If no patent is taken out, the articles are sometimes manufactured in this country in imitation of the American original, and sold at a price that excludes all foreign competition.

American goods are well received, and for quality they generally stand unsurpassed. Norway has a number of absolutely responsible importing houses, and our trade with the country will gain in stability as time passes; the sales will increase in the old lines and new openings will be found, provided competition can be as successfully met in the future as in the past.

With the exception of a few unimportant changes, the Norwegian tariff and customs regulations remain as formerly.

Norway transacts the bulk of its business with Great Britain and Germany. This trade was, in 1899:

Country.	Imports.	Exports.
Great Britain	$23,728,000	$17,820,000
Germany	23,597,000	6,024,000

As will be observed, Germany has greatly the advantage in the balance of trade, and large parts of the imports from that country consist of dry goods and all sorts of notions.

The principal imports from England are: Coal, coke, machinery, linen and cotton goods, cloths, ships, tools, oils, and cotton.

From Germany: Dress goods, cloths, notions, groceries, machinery, electrical goods, fruits, tobaccos, wines, and tools.

The principal imports from some of the other countries are:

From Russia: Grain, hemp, petroleum, rubbers, and woods;

From France: Wines, brandies, dress goods, notions, and fruits;

From Spain, Portugal, and Italy: Wines, and fruits, green and dried;

From Denmark: Grain, beef, pork, tallow, butter, groceries, and woods;

From Sweden: Woods and wooden goods, metals, machinery, tools, beef, and paper;

From the Netherlands and Belgium: Groceries, tobaccos, grain flour, spices, machinery, and cotton;

From Switzerland: Watches and clocks.

As before stated, I can obtain no reliable figures to show the trade of my consular district with America, apart from that of the whole Kingdom. The comparative importance of the principal Norwegian cities may be gathered from the following statement:

City.	Population.	Exports, 1899.	Imports, 1899.
Christiania	230,000	$7,578,000	$41,668,000
Bergen	68,000	5,250,000	13,940,000
Throndhjem	35,000	3,031,000	6,250,000
Stavanger	29,000	1,119,000	2,720,000
Drammen	23,000	3,700,000	2,356,000
Fredrikstad	15,000	3,814,000	553,000
Christiansund	13,000	2,680,000	576,000
Christiansand	14,000	1,004,000	1,841,000
Aalesund	10,000	1,298,000	478,000
Larvik	12,000	638,000	1,054,000
Fredrikshald	12,000	1,480,000	1,498,000
Skien	10,000	1,545,000	1,430,000

From this, it will be observed that almost exactly one-half of all the imports into Norway were entered at Christiania, from which place most of the goods are sold by its merchants to dealers in other parts of the country and in southern Sweden. Christiania is so located and has established such communication by sea and land that it is yearly gaining in importance as a distributing point for the Scandinavian peninsula.

Christiania is still the only Norwegian city, with the exception of Christiansand, which has direct connections with America, and at this port are consequently entered nearly all the direct imports from the United States. The company that provides this communication is "Det Forenede Dampskibsselskab," of Copenhagen. At every arrival, its boats unload large cargoes of goods at the Christiania wharves. Quantities of American goods are also brought over by the Wilson Line of steamers from Hull and London, by the Norwegian and German steamers from Hamburg and Bremen, and by Danish and Norwegian steamers from Copenhagen.

EXPORTS.

The Norwegian exports in the year 1899 amounted to some $42,750,000. In the following statement, these exports have been classified and the principal markets shown:

Classification.	Value.	Principal foreign markets.
Lumber	$10,601,500	Great Britain, Belgium, The Netherlands, and France.
Wood pulp	4,904,000	Great Britain, France, Belgium, and Spain.
Matches	202,300	Belgium, Great Britain, and Denmark.
Turned wood, etc	56,000	Great Britain, Germany, and America.
Other wooden goods	125,500	The Netherlands and Iceland.
Fishery products	12,680,000	Spain, Germany, Russia, Great Britain, and Italy.
Paper (all kinds)	2,180,000	Great Britain, Germany, France, and Denmark.
Condensed milk	1,263,000	Great Britain, Germany, and Belgium.
Ships	943,000	Sweden, Great Britain, and Denmark.
Skins, hides, and furs	743,500	Germany, Great Britain, and The Netherlands.
Butter	710,200	Denmark and Russia.
Hewn stone	562,500	Great Britain, Germany, and France.
Ice	498,700	Do.
Copper	462,800	Sweden, Great Britain, and Denmark.
Nails	460,500	Great Britain, France, Germany, and Sweden.
Ores	442,500	Great Britain, Sweden, and Russia.
Canned goods	416,500	Great Britain, The Netherlands, and Germany.
Feed for animals	386,700	Germany, Sweden, and Denmark.
Margarin	324,200	Denmark, Great Britain, and Sweden.
Books	188,000	Denmark and America.
Machinery	104,500	Germany, Sweden, and Denmark.
Other goods	4,468,300	
Total	42,719,200	

TRADE IN 1900.

The total trade between Norway and other countries during the first six months of the year 1900 has been:

Imports	$39,412,000
Exports	21,320,000

The exports during the two following months, July and August, have largely exceeded the imports, and there are indications that 1900 will present a better showing in the balance of trade than former years.

Of the imports, unusually large quantities came from America. Negotiations are now being made for the introduction of American coal, and it is likely that business will result.

The prevailing high rate of ocean freights is an obstacle which must be overcome in some way.

SHIPPING AND FISHERIES.

The shipping remains a very important source of revenue, and continues to receive special attention. Norwegian ships are to be found in all waters, freight rates have ruled high, and the shipowners have reason to be satisfied with their investments. Considering the small population of the country, Norway has the best developed merchant marine in the world. The tonnage of its ships is exceeded by three nations only, namely, Great Britain, Germany, and the United States. Fifty steamers, of 71,955 tons burden in the aggregate, were added to the fleet in 1899; but the number of sailing ships was decreased 148, of 61,333 tons in the aggregate. No less than 111 sailing ships and 19 steamers were lost at sea during the year.

At the end of the year 1899, the total fleet consisted of:

Vessels.	Number.	Tonnage.
Steamers	1,118	509,525
Sailing ships	5,838	1,059,475

Some apprehension is now being felt by the parties interested because regular steamship routes are becoming more and more common between important points, and the free freight carriers, or ocean tramps, to which class many of the Norwegian ships belong, consequently meet with increased difficulties in arranging their voyages.

The fisheries gave average returns in 1899. The exports from this source have for each of the three last years been—

1897	$13,500,000
1898	12,000,000
1899	12,500,000

It is generally conceded that, while the Norwegian fishermen manage the coast fisheries to the best advantage, they pay but scant attention to the bank fisheries in the open sea. The Government is in every way encouraging the people to make a change in this respect. During the last summer an expedition was sent out, taking soundings and locating fishing banks in the waters between Norway and Iceland and Jan Mayen Island. Some very interesting discoveries regarding the ocean currents were made by the expedition, and new banks were located. The celebrated Lofoten fisheries, where in some seasons the catch reaches 30,000,000 cod, were in the year 1900 nearly a total failure. The outcome in Finmarken was better. The expeditions to the Arctic for whales, walrus, and seal returned with valuable cargoes, as a rule.

AGRICULTURE.

The year 1900 gave average crop returns. It is estimated that the aggregate annual income from agriculture in all its branches, in Norway, is about $18,000,000. The cereals cultivated are oats, barley, rye, and wheat. With the exceptions of the valleys in the southern part of the country, and in the Trondhjem district, the farms are very small, and the owners must resort to other vocations besides that of cultivating their patches of field in order to make a living. The entire area of Norway is 124,525 square miles. The country extends from 58° to 71° north latitude, and offers a great variety of climates. The area is divided as follows:

	Square miles.	Per cent of area.		Square miles.	Per cent of area.
Cultivated fields	893	0.7	Bare mountain	73,752	59.2
Cultivated meadows	1,450	1.2	Lakes	4,789	3.8
Natural meadows	1,211	1.0	Glaciers	1,947	1.6
Timber-land meadows	26,317	21.1	Town sites	96	.1
Pastures	9,438	7.6			
Bogs	4,632	3.7	Total	124,525	100.0

Potatoes and the common kinds of vegetables ripen in ordinary seasons in all districts, except in the higher altitudes. The present year has been propitious to farmers in the southern parts of the country, but in all the region lying north of 64° north latitude, nearly all crops are a complete failure, caused by a late, cold spring and unaccountably early frosts. The people in these tracts have had to reduce their stock by one half, in order to provide fodder for the other.

INDUSTRIES.

According to the latest official statistics, the number of persons who are engaged in industrial occupations in the Kingdom is 169,779. The following table shows their relative positions, and may be of interest:

Plants.	Proprietors of plants.		Officials, clerks, foremen, etc.		Employees, laborers, etc.		Total.
	Men.	Women.	Men.	Women.	Men.	Women.	
Factories	1,080	63	3,782	153	36,327	7,873	49,278
Shops	33,854	29,664	633	149	43,632	12,569	120,501
Total	34,934	29,727	4,415	302	79,959	20,442	169,779

Included in the above are 1,885 children under 15 years of age. Of these, 1,055 are engaged in factories (770 boys and 285 girls) and 830 in shops (649 boys and 181 girls).

The enumeration of exports from Norway in 1899, which appears in another place in this report, will furnish a fair indication of such industries as furnish articles for export. Others which may be mentioned are: Foundries, machine shops, factories for the manufacture of engines, boilers, motors, electrical goods, machinery for the many wood pulp and paper mills, planing mills, and brickyards. The shipyards build all kinds of vessels, both steel and wood, and they are always busy. Norway has several woolen and cotton mills, also factories for the production of wagons and sleighs, bicycles, boots and shoes, hats and caps, rubber goods, paints and varnishes, wall paper, cement, and articles of porcelain, glass, and earthenware, besides a number of smaller industries.

The manufacture of calcium carbide is on the increase. Crude Russian petroleum has, during the last year, been imported by a company and a refinery has been operated near Christiania. As far as I can learn, the undertaking has met with poor success.

PUBLIC ROADS, RAILROADS, AND STREET RAILWAYS.

There are in Norway some 6,000 miles of public highways, or regular Government roads, and 10,000 miles of town roads. The roads are generally very good. The total expenditure of the country on public roads is about 4,500,000 kroner ($1,206,000) per annum. Throughout the country are regular stations where travelers are provided with means of conveyance at prices regulated by law.

The length of Norwegian railroads amounts at present to 1,245 miles, and several important lines are now under construction. Except 177 kilometers (109.9 miles) between Christiania and Eidsvold, all roads are Government property. Norway has a very long coast line, and its communications by water are perfect.. It is therefore doubtful whether the large appropriations for railroads will prove good investments in all instances. The railroads of the country now in running order have been built at a cost of some 164,000,000 kroners ($43,952,000), and those under construction will cost some 70,000,000 kroners ($18,760,000) additional.

Street railways are found in the larger towns only. In Christiania, they are all run by electricity and are owned in part by the municipality and in part by private corporations. All lines in Christiania will pass to the city as soon as the old franchises expire. All street railways are run with profit.

MAILS, TELEGRAPHS, AND TELEPHONES.

The total length of mail routes is about 42,900 miles—27,425 miles by water, 14,140 miles by highways or roads, and only 1,335 by railway. The number of post-offices is 2,250 and of employees, 3,450. Over 33,500,000 domestic letters are dispatched annually. Some 5,250,000 foreign letters are dispatched and 6,000,000 received. On an average, 50,000,000 newspapers and parcels go through the mails every year. The money-order system is well developed, and the mail service is well managed on the whole.

All telegraph lines and part of the telephone lines are Government property. The length of Government telegraph and telephone lines is 7,500 miles. There are 115 telegraph stations, 117 permanent telephone stations, and 70 telephone stations in the coast districts, the last being operated during certain seasons of the year only. The number of employees is on an average 525. The rate for inland telegrams is 5 öre (1.3 cents) per word, with a minimum charge of 50 öre (13.4 cents). The foreign rates differ with the different countries. Telephone rates are based on a zone tariff. More than 2,000,000 telegrams and 750,000 telephone conversations over the Government lines are exchanged annually. The mails, telegraphs, and public telephones are run with profit to the State.

Of private telephone lines, there is a great number. It is estimated that these lines are over 37,000 miles in length and that they cost 7,000,000 kroner ($1,876,000). These private lines are provided with 25,500 apparatuses and 510 central stations. The number of conversations is above 47,500,000 per annum, and the number of telegraph messages telephoned, 179,300. The statistics are incomplete, but these figures are based on a careful and low estimate. Excepting Sweden only, it is maintained that Norway has the best organized telephone system in the world. One or more apparatus is found in nearly every house in the cities as well as in every home of any pretensions in the rural districts, even in the far north, and on the islands. The number of telephone apparatuses in Christiania is at present 11,067, and the number of conversations through its central station averages 29,500,000 per annum. The Christiania telephone system is at present held by a private corporation, but will, after January 1, 1901, pass over to the State. Christiania has telephone connections with Gothenburg, Stockholm, and Copenhagen.

FINANCES.

The national debt of Norway is placed at 231,000,000 kroner ($61,908,000), and the rates of interest paid are 3, 3½, and 4 per cent. The treasury receipts from all sources were for the last fiscal year

95,750,000 kroner ($25,661,000) and the disbursements 89,000,000 kroner ($23,852,000). Cash in the treasury was 12,000,000 kroner ($3,216,000) at the end of the year.

The indebtedness of municipalities is estimated at 80,000,000 kroner ($21,440,000). According to the 1899 assessments, the total valuation of property, real and personal, in the Kingdom is over 2,000,000,000 kroner ($536,000,000). Farms are, in the assessment, valued at 880,000,000 kroner ($235,840,000). The private incomes for the whole Kingdom are placed at 439,000,000 kroner ($117,652,000) and the taxable incomes at 205,000,000 kroner (54,940,000) for the year.

The valuation of property in the city of Christiania is placed at about 418,000,000 kroner ($112,024,000), and the incomes at 96,250,000 kroner ($25,795,000), of which taxable incomes amount to 45,000,000 kroner ($12,060,000).

Taxes are very high. Only two townships have less than a 2 per cent rate.

The money market continues stringent. Rates of discount are 6½ per cent, and Christiania banks are paying 6 per cent on six months' deposits.

The stock of gold in Norges Bank was, on the 8th day of October, 1900, 38,000,000 kroner ($10,184,000) and the bills in circulation, 35,000,000 kroner ($9,380,000).

The times are otherwise quite prosperous in southern Norway. Crops were good, freights rule high, and lumber brings good prices. Christiania has not entirely recovered from the effects of the panic in 1899, but the outlook is brighter. It is believed that the banks will soon reduce the discount rates.

GENERAL REMARKS.

The population of Norway, according to the last census, is 2,180,000. The sanitary conditions are generally good. The greatest number of deaths is caused by pulmonary tuberculosis. Of all deaths in the year 1897, 17 per cent were caused by tuberculosis. A Government bill for adopting measures against this disease has been brought before the Storthing, and will soon pass. Sanitariums, exclusively for tuberculosis patients, have been erected in two different places. The disease is mostly confined to the shore districts on the west coast.

Leprosy is at present of small importance, and will in all probability become a thing of the past in a few more years. Of epidemic diseases, bronchial catarrh is the most common.

The country is well provided with hospitals and asylums, and the standing of the medical profession is high.

Attendance at school is compulsory in Norway. In the public schools at Christiania, children of poor parents are given warm meals in the winter season, and if the parents are unable to provide them, they are also furnished with schoolbooks. The public schools are generally attended only by children whose parents are in poor circumstances. Others let their children attend schools where tuition is charged. Education is well attended to, and very few illiterates are found in the country.

There are in all 445 newspapers published in Norway, of which 43 are daily papers. Two of the latter issue an edition twice a day. Christiania has 184 newspapers, of which 16 are dailies.

This city is gradually working itself out of the depression caused by the many failures in 1898 and 1899, and confidence is being restored. The effects are still felt, however, and many undertakings have been abandoned or delayed. In consequence of this, it is feared that a number of laborers and mechanics will be out of employment during the coming winter. House rent and cost of living are very high. Public works will be started to give some of these people employment; others will become a burden on the community. The merchants are, as a rule, in sound financial condition.

The exports to America continue slight. From my district, they have been:

Declared exports in 1899	$459,808.43
Declared exports, January to July, 1900	375,058.72

The principal products were wood pulp, hides, cod-liver oil, salted mackerel, and oxalic acid, as set forth in the quarterly statements of declared exports.

HENRY BORDEWICH,
Consul-General.

CHRISTIANIA, *October 23, 1900.*

Wholesale market prices at Christiania.

	Kroner.	United States currency.
Coffee:		
Java malg., per kilo (2.2 pounds)	1.65 to 1.90	$0.44 to $0.51
Guatemala and Costa Rica, per kilo	1.40 to 1.90	.375 to .51
Brazil and Campinas, per kilo	1.10 to 1.30	.294 to .348
Porto Rico (washed), per kilo	1.60 to 1.80	.428 to .482
Sugar:		
Loaf Stett., per kilo	.51½	.138
Dutch moist, per kilo	.48	.128
German moist, per kilo	.46½	.124
English moist, per kilo	.49	.13
Dutch cubes, per kilo	.52½	.14
Granulated, per kilo	.48½	.129
Rock candy, per kilo	.58	.155
Sirup, per kilo	.12 to .22	.03 to .058
Pork:		
American clear, per kilo	.96 to .98	.257 to .262
American shoulders, per kilo	.87 to .88	.233 to .235
Meat, American, in barrels, per barrel	58.00 to 60.00	15.50 to 16.08
Lard (in tubs), per kilo	.74 to .76	.198 to .203
Butter:		
Norwegian dairy, per kilo	2.00 to 2.10	.536 to .562
Dairy style, per kilo	1.65 to 1.85	.44 to .495
Margarin:		
Norwegian, per kilo	.80 to 1.65	.214 to .44
Dutch, per kilo	.85 to 1.60	.495 to .428
Flour:		
Beehive, per 100 kilos	[1] 19.50	5.22
000, per 100 kilos	[1] 18.50	4.96
Rye meal:		
Crown, per 100 kilos	[1] 15.00	4.02
00, per 100 kilos	[1] 14.25	3.82
Barley meal:		
00, per 100 kilos	[1] 15.50	4.15
No. 2, per 100 kilos	[1] 13.50	3.62
Grain:		
Black Sea rye, per 100 kilos	[2] 10.30 to 10.40	2.76 to 2.49
Austrian rye, per 100 kilos	[2] 10.30 to 10.40	....
American rye, per 100 kilos	[2] 10.30 to 10.40	....
Russian barley, per 100 kilos	10.50	2.81
Metals:		
English bar iron, per 100 kilos	[3] 18.00	4.82
Swedish bar iron, per 100 kilos	[3] 25.00	6.70
English sheet iron, per 100 kilos	[3] 18.50	4.96
Swedish sheet iron, per 100 kilos	[3] 30.00	8.04

[1] F. o. b., sack included. [2] Ex ship. [3] Retail; for larger orders cheaper.

Wholesale market prices at Christiania—Continued.

	Kroner.	United States currency.
Metals—Continued.		
English galvanized iron, per kilo	[1]0.26	$0.066
Zinc, sheets, per kilo	[1].50	.134
Copper:		
Sheets, per kilo	[1]1.80	.482
Blocks, per kilo	[2]1.60	.428
Tin, blocks, per kilo	[1]2.80	.55
Lead, blocks, per kilo	[1].33	.10
Petroleum:		
American, 150° water white, per 100 kilos (220.46 pounds)	[3]16.00	4.29
American, 120° standard, per 100 kilos	[3]14.00	3.75
Russian, 120° standard, per 100 kilos	[3]13.00	3.48
Mixed, 120° S. W., per 100 kilos	[3]13.50	3.62
Alcohol, 96 per cent fine, per liter (1.05 quarts)	2.87	.769
Leather:		
American sole, 1ma, per kilo	2.30 to 2.45	$0.616 to .656
American sole, 2da, per kilo	2.05 to 2.20	.549 to .589
Norwegian sole, 1ma, per kilo	2.35 to 2.60	.629 to .696
Herring, new fat (V-1) per barrel	15.00 to 30.00	.402 to .804
Fish oil:		
1ma, brown clear, per barrel of 116 liters (122.5 quarts)	40.00 to 45.00	10.72 to 12.06
1ma, brown, per barrel of 116 liters	33.00	.884
Salt, 1ma, German dairy, per bag (75 kilos)	2.35 to 2.70	.629 to .623
Meat:		
Fresh beef, per kilo	.40 to .80	.107 to .214
Veal, per kilo	.70 to 1.00	.18 to .268
Mutton, per kilo	.60 to .75	.16 to .20
Pork, Norwegian, per kilo	.80 to .95	.214 to .254
Eggs, per snes (20 pieces)	1.40 to 1.55	.375 to .415
Potatoes, per 100 kilos	4.50 to 5.50	.121 to .147
Hides and skins:		
Ox and cow hides, per kilo	.50 to .55	.134 to .147
Calfskins, per piece	1.80 to 2.50	.482 to .67
Sheepskins, per piece	.90 to 1.00	.241 to .268
Feed:		
Cultivated hay, per 160 kilos	11.50 to 12.50	3.08 to 3.35
Wild hay, per 160 kilos	9.00 to 10.50	2.41 to 2.81
Straw of—		
Oats, per 160 kilos	4.00 to 4.50	1.07 to 1.21
Barley, per 160 kilos	5.00 to 5.50	1.34 to 1.47
Rye, per 160 kilos	4.00 to 4.50	1.07 to 1.21
Wood:		
Birch, per meterfavn[4]	14.00 to 16.00	3.75 to 4.29
Fir, per meterfavn	11.00 to 12.00	2.95 to 3.22
Pine, per meterfavn	11.00 to 13.00	2.95 to 3.48
Coal:		
Newcastle, per ton[5]	25.00	6.70
Anthracite, per cent	36.00	9.65
Coke, per ton	32.00	8.57

[1] Retail; for larger orders cheaper.
[2] Ex ship.
[3] F. o. b., barrels included.
[4] 1 meterfavn=(1.85×2.00×0.6m).
[5] 1 ton=1,000 kilos.

BERGEN.

FISHING.

Fishing, which constitutes the principal industry of this consular district, has been very poor againt his year. Available statistics show that the number of persons engaged in the Lofoten fisheries (the most important in Norway) have decreased, and that the number of cod taken was 12,600,000 less than the catch of 1891, and 30,200,000 less than that of 1895.

In 1900, there were 22 telegraph stations in that district against 20 in 1899, and the number of telegrams sent and received during the first four months of 1899 was 77,109, against 82,558 in 1898, and 95,645 in 1897 during the corresponding period.

The number of people engaged in this fishery and the number of cod taken were: 1898, 33,700 people, 15,000,000 cod; 1899, 27,800 people, 15,000,000 cod; 1900, 8,400,000 cod.

The number of cod taken in the Finmarken and Tromsö county districts was:

1896–97	16,800,000
1897–98	11,000,000
1898–89	10,900,000

The total catch of cod in the Kingdom of Norway was:

1896–97	61,400,000
1897–98	39,000,000
1898–99	36,200,000

The cod roe market reports give the following figures:

	Hectoliters.	Gallons.
1896–97	53,800	1,420,287
1897–98	44,000	1,162,848
1898–99	38,000	1,003,846

The quantity of cod-liver oil produced in Norway was:

	Hectoliters.	Gallons.
1897	34,000	898,178
1898	26,000	686,842
1899	35,500	917,808¼

There are no returns available for the herring and fat herring fisheries for this year. Reports of the former say the quantity taken was very small, and the prices paid extraordinarily high.

The amount of mackerel taken in 1899 was about 16,350 barrels, against 10,000 in 1898, while the value of the export to the United States was about 775,000 kroner ($207,700) in 1899, against 700,000 kroner ($187,600) in 1898.

The total amount of the salt-water fisheries of Norway amounted to:

	Kroner.	United States currency.
1897	27,000,000	$7,236,000
1898	21,500,000	5,762,000
1899	23,500,000	6,298,000

Reports from the seal fisheries in the Arctic Ocean show that there were employed in 1898, 13 steamers, with 590 men; in 1899, 7 steamers, with 307 men; and that the value of the catch was, in 1898, 360,000 kroner ($94,480); in 1899, 300,000 kroner ($80,400).

Reports from the bottlenose (whale) fisheries on the southeast coast give the following figures:

Year.	Number of—		Value.	
	Vessels.	Men.	Kroner.	United States currency.
1898	53	820	560,000	$150,080
1899	54	814	746,000	199,928

The whale fisheries on the north coast give the following results:

Year.	Number of—		Amount of oil.	
	Vessels.	Whales.	Fade.	Gallons.
1898	47	1,986	60,601	1,818,030
1899	51	1,523	53,900	1,617,000

INDUSTRIES AND IMPROVEMENTS.

Reports from other industries in this consular district, and particularly in the city of Bergen, are far from encouraging. During the year 1899, there were 73,148 persons employed in industrial works. The motive force of the machinery was 157,279 horsepower, of which 110,378 was derived from water and 44,784 from steam. Of the foregoing figures, Christiania employed 17,388 persons and 15,400 horsepower, and Bergen only 2,728 persons and 1,387 horsepower.

Ten million three hundred and thirty thousand kroner ($2,760,400) have been voted this year for building Government railways. The plans under consideration for their further extension entail an expenditure of 50,000,000 kroner ($13,400,000) during four years and an additional sum of 22,500,000 kroner ($6,030,000) during the following three years.

FINANCES AND TRADE.

The amount of the State budget for 1900–1901 is 85,942,888 kroner ($23,032,693.98).

The national debt of the Kingdom of Norway on March 27, 1900, amounted to 231,126,484.88 kroner ($61,941,897.97), an increase of 125,843,209.39 kroner ($33,728,980.14) since July 1, 1888.

The budget of the port of Bergen for 1900 amounts to 210,000 kroner ($56,280), of which sum 85,600 kroner ($22,940.80) is to be devoted to the improvement of the harbor.

The value of the declared exports from this Kingdom to the United States during the calendar year 1899 was:

Bergen	$546,534.20
Christiania	525,071.10
Drontheim	69,534.99
Stavanger	248,970.49
Other ports	149,602.50
Total	1,539,713.28

The value of the imports of this Kingdom during 1899 was 112,508,800 kroner ($30,152,358) and the exports, 110,477,300 kroner ($29,507,916).

Among other goods imported into Norway from the United States are many articles of food, such as flour, sirup, lard, hams, bacon, meat, dried and canned California fruits, and wines.

The customs receipts of the Kingdom of Norway from April 1, 1899, to March 31, 1900, amounted to 37,169,140 kroner ($9,961,330).

POPULATION.

The population of Norway (including sailors absent from home) is estimated at 2,190,000.

TARIFF.

The following changes have been made in the customs tariff:

Articles.	Old rate.		New rate.	
	Kroner.	United States currency.	Kroner.	United States currency.
Cloth of which a square one-half meter (17.69 square inches) weighs 100 grams (3.5274 ounces) or more, bleached, printed, dyed, or woven from colored wool, price per kilo (2.2046 pounds)	0.30	$0.0804	0.40	$0.1072
Calcium	Free.	....	Free.	....
Envelopes, with or without mucilage, also cloth lined.....per kilo..	.15	.0802	.20	.0536
Blank forms, vignette, labels, business cards, advertisement plates, company (round) games, and congratulatory cards..per kilo..	.15	.0802	.50	.134
Playing cards.....per pack..	.15	.0802	.25	.065
Peeled rice, 1,500 kilos (or 3,306.9 pounds) in bond	.10	.0268	.07	.0876
Cigars and cigarettes.....per kilo..	4.50	1.30	5.00	1.34
Lumber:				
Packing cases.....do....	....	....	.03	.0804
Composition board.....do....	....	....	.08	.0804
Perambulators (baby buggies).....each..	2.50	.67	15 per cent.	....

NAVIGATION.

Statistics of the merchant marine of Bergen show that on December 31, 1899, the city had a fleet of 174 cargo steamers, with a total of about 354,610 tons, dead weight. Their value was estimated at over 39,000,000 kroner ($10,352,000). Seventy to 75 of these vessels were employed on time charters by merchants in the United States.

In addition to the above-mentioned steamers, 8 were being built and 4 more were contracted for by parties in Bergen.

The total number of the vessels belonging to the merchant marine of Bergen for the year 1899 is given as 252 sailing vessels of about 12,855 tons, and 273 steamers, with a total of 161,341 tons and 26,855 horsepower, the full total being 525 ships, of 174,196 net registered tons.

Of the 273 steamers mentioned above, 117 were steel of 115,741 tons and 17,991 horsepower; 117 were iron, of 38,999 tons and 7,654 horsepower; 39 were wood, of 6,601 tons and 1,240 horsepower.

On March 22, 1900, the English steamer *Lancelot*, of Leith, entered Bergen with a cargo of indian corn (maize) from the United States. According to the local papers, this is the first time in two years corn has been shipped direct.

During the year 1899, the port of Bergen was visited by the following number of vessels:

Character.	Number.	Tons.
Sailing vessels	2,662	106,953
Steamers	11,575	2,274,393
Tourist vessels	32	43,381
Pleasure yachts	57	9,401
War ships	32	57,153
Total	14,358	2,491,281

The total number of vessels belonging to the merchant marine of the Kingdom of Norway at the close of 1897 was estimated as 1,004 steamers, of 383,120 tons, valued at 95,587,000 kroner ($25,617,316), and

6,143 sailing vessels, with a total of 1,169,079 tons, valued at 72,121,900 kroner ($19,328,669), or a full total of 7,147 vessels, of 1,552,199 tons, valued at 168,700,900 kroner ($44,945,985).

Of the sailing vessels mentioned in the foregoing paragraph, those built of iron and steel were valued at 12,800,000 kroner ($4,430,400) and those of wood, at 59,321,900 kroner ($15,498,269).

During the year 1899, only two sailing vessels of over 100 tons were built in Norway, but there were 13 wooden and 29 iron sailing vessels, with a total of 37,130 tons, bought in foreign countries. The same year, 111 sailing ships, of 65,426 tons, were lost; 58, of 27,137 tons, were sold; and 23, of 6,598 tons, broken up.

During the same year, 26 steamers, with a total of 22,276 tons, were built in Norway; 22 steamers, with a total of 46,523 tons, in foreign countries to fill orders placed by Norwegians; and 53 steamers, with a total of 43,424 tons, were bought.

In the same year, 19 steamers were lost and 22 sold; in all, 41 steamers, with a total of 40,268 tons.

VICTOR E. NELSON, *Consul.*

BERGEN, *August 4, 1900.*

SWITZERLAND.

AARAU.

The commerce of Switzerland, according to the statistics published by the Département Fédéral des Douanes at Berne, shows for the year ended December 31, 1899, an increase, both in the amount exported and imported, over 1898, and also a larger import and export than for any like period as far back as statistics are obtainable.

The total export to all countries amounted, in round numbers, to $154,000,000, showing an increase of about $10,000,000 over last year, and the total imports amounted to $213,000,000.

The principal articles of import were: Food stuffs, $59,000,000; raw silk, $35,000,000; mineral products, petroleum, etc., $16,000,000; iron, and manufactures of, $15,000,000; cotton, $13,000,000; wool, $13,000,000; machines and vehicles, $8,000,000; and animals, $9,000,000.

The principal articles of export were: Silks, $47,000,000; cotton goods, embroideries, etc., $30,000,000; and watches and clocks, $22,000,000.

The dependence of Switzerland for existence upon the outside world is illustrated by the fact that nearly 30 per cent of her entire import consists of food stuffs and over 40 per cent of raw material. The latter is reexported in the shape of manufactured goods.

Were a Chinese wall built around the country and nothing allowed to come in and nothing to go out, its existence would be short lived, for the products of the soil would not be nearly enough to keep the present population alive; and for the want of raw material, its great industries would soon be a thing of the past.

The adverse balance of trade during the last decade, of from forty to seventy three millions of dollars each year, would seem to be a cause of anxiety, but the danger is more apparent than real, as the greater part of this deficit is made up by the large army of tourists who yearly invade the country, of whom I shall speak farther on.

Of all nations trading with Switzerland, Germany remains far in the van, and then, in order named, come France, Italy, Austria, the United States, Russia, and England. England, however, stands second on the list as a buyer from, and seventh as a seller to, Switzerland.

It is entirely owing to German enterprise that France has been ousted from the position she held for a long time as principal importer into Switzerland. There is not a town in the country which is not constantly invaded by the German drummer. He speaks the language, or the dialect, perfectly and is well prepared to talk in technical terms of the goods he represents. He is certain to have with him a large line of samples, and the credit given to buyers is long, the delivery of the goods purchased prompt.

The principal articles imported into Switzerland from the four greatest competitors of the United States—viz, Germany, France, Italy, Austria—are chemicals, wood, shoes and leather, machines and vehicles, iron and manufactures of (principally from Germany), copper and manufactures of, minerals, provisions, paper, wool, and animals.

TOURISTS.

The amount yearly left by tourists who come to Switzerland is altogether problematical. Of the numbers who cross the borders, a fairly accurate account is kept, but their length of stay and the amount they spend will never be definitely known. It is variously estimated that each tourist leaves on an average from 50 francs ($9.65) to 250 francs ($48.25), which is a very wide margin. From personal observation I should say that the latter figure was nearer the mark; but calculating the amount at 100 francs ($19.30), it will be seen that the 3,000,000 and odd tourists who visited the country during the past season left in the neighborhood of $60,000,000. This would give about $20 to each man, woman, and child in the country, and would more than pay for the entire import of food stuffs for the whole year.

A greater number of Americans have come here during the last season than ever before, which was only to be expected on account of the Paris Exposition. A large percentage of those who crossed the ocean came with circular tickets through Europe, which included Switzerland. At Lucerne alone, about 20,000 were registered during the months of July, August, and September.

UNITED STATES TRADE.

The trade between the United States and Switzerland for the year under review (1899) does not compare favorably with 1898. Imports from the United States have decreased $2,200,000, while the exports thereto increased $3,500,000. The decrease is accounted for almost entirely by the falling off in the import of cereals, which alone amounts to $2,360,000. A large decrease is also noted in raw cotton, canned goods, and watch cases. The quantity of petroleum imported shows a decrease of 32,051 quintals, but owing to the advanced price of from 13 francs to 17 francs ($2.50 to $3.28) the actual value increased $340,000. The principal gain in imports has been in ironwork, machines, pitch-pine boards, tobacco, etc.

The increased export appears in the following articles:

Embroideries, $2,720,000; silks, in the piece, $208,400; watches and clocks, $140,000; aniline dyes, $100,000; and the decrease, in silk and one-half silk ribbons and straw goods, the latter owing entirely to American competition in these articles.

According to Swiss statistics, exports to the United States show a greater increase than in any previous year, but in the report of the Département Fédéral des Douanes for the year under review (1899), it is stated, and the statement is borne out by figures published by our Department of State from reports furnished by United States consuls, that the largest export occurred in the years 1882 and 1883. From the Swiss report referred to, I translate the following paragraph upon the subject:

> The export has reached the sum of 91,700,000 francs ($17,698,000), being an increase of 17,950,000 francs ($3,464,000) over 1898; the Swiss bureau of statistics has not since its origin (1885) registered such a large export, although in 1890 the American consular statistics showed an export of 91,500,000 francs ($17,659,000). In that year, Swiss statistics showed an export of only 82,680,000 francs ($15,957,000), as it is only since 1892 that they have proceeded with exactness in determining the destination of merchandise. According to the American consular statistics, already mentioned, it was in 1882 and 1883 that our export to the United States was the largest—101,200,000 francs ($19,531,000), and 94,100,000 francs ($18,161,000).

From the table showing the commerce between the United States and Switzerland for the six months from January 1 to June 30, 1900, which I have compiled from such material as was obtainable, it will appear that a considerable decrease in imports and a large increase in exports in 1900 over 1899 is probable. The decrease will be accounted for entirely by the lessened imports of food stuffs and raw cotton, and the increase, by the exports of embroideries and silk manufactures.

The total export and import to and from all countries for the same period was $81,332,294 and $109,981,448, respectively, against $75,672,912 and $110,831,348 for the corresponding six months of 1899, showing an increased export of $5,659,382 and an increased import of only $849,900.

It has often been remarked that merchants and manufacturers of the United States do not give to the Swiss market the attention it deserves. Many articles which could be successfully sold here are supplied by other countries. Catalogues seldom or never do any good, and when they are in the English language, they only serve the purpose of starting a fire. One live man, understanding thoroughly the business he represents, and speaking fluently the French and German languages, will do more in a short time than catalogues will ever accomplish. A few of the bicycle manufacturers in the United States awoke to this fact some three years ago. They sent representatives into the country and had agencies established in some of the principal cities. And what has been the result? The trade increased from 21 bicycles sold in 1895 to 2,194 (valued at $92,500) in 1898, and 2,182 (valued at $93,380) in 1899, and to the value of $45,500 in the first six months of the present year. This single item is, of course, a small one, but it shows what the possibilities are in other lines. There are no doubt many firms of high standing in Switzerland who would be willing to take American goods on consignment, and manufacturers who wish to introduce their goods into new fields should be willing to assume some part of the financial risk.

I append the following exhibits:

Swiss commerce with all countries during the year ended December 31, 1899, showing the articles of trade.

Commerce with the United States from January 1 to June 30, 1900, and the increase or decrease for the same period of 1899.

HENRY H. MORGAN, *Consul.*

AARAU, *October 17, 1900.*

Commerce of Switzerland with all countries during the year ended December 31, 1899.

Articles.	United States.		England.		Germany.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
Fertilizers and waste material					$1,305,870	$356,505
Pharmaceutical materials					451,878	388,860
Chemicals	$247,792	$968,269	$357,467	$643,715	2,585,614	572,011
Dyes					895,862	571,422
Glassware					417,483	13,104
Wood	424,796	16,740			2,140,663	249,811
Agricultural products					801,157	43,286
Shoes and leather	654,056	14,118	325,636	952,565	2,576,284	252,076
Science and art	88,909	49,078	78,138	153,075	2,340,171	810,462
Watches and clocks	87,212	821,334	11,162	4,348,319	191,260	5,902,442
Machines and vehicles	581,082	36,564	510,346	822,316	5,611,778	2,048,306
Iron, and manufactures of	685,812	61,165	2,166,637	83,091	9,352,579	416,765
Copper, and manufactures of					2,260,443	134,333
Precious metals					2,492,268	883,295
Other metals			252,548	51,770	687,939	311,837
Minerals (oil, petroleum, coal, etc.)	1,767,886	125,874	154,059	65,300	9,255,869	506,516
Provisions, stimulants, and tobacco	5,220,272	963,180	249,283	3,587,449	5,315,347	3,121,583
Oils and fatty substances			64,381	412	190,304	20,266
Paper					1,282,827	129,573
Cotton, and manufactures of	2,268,054	9,396,843	3,976,569	5,824,626	2,533,328	4,463,613
Linen, hemp, jute, etc	26,209	86,701	395,166	25,845	721,208	41,963
Silk, and manufactures of	3,202	5,022,108	171,286	15,270,549	1,738,319	14,126,005
Wool, pure and mixed			1,747,962	463,774	6,008,820	1,444,345
Caoutchouc and gutta-percha			141,990	11,093	313,412	51,095
Straw		252,768	2,190	633,662	47,299	231,686
Millinery articles	76	347,254	179,470	589,737	3,845,757	283,358
Animals			223,905	36,983	1,154,419	1,059,735
Animal products	45,109	210,188			901,093	1,166,309
Crockery					794,403	77,055
Miscellaneous	321,856	16,528	278,100	129,414	1,346,768	88,552
Total	12,867,323	18,337,707	11,286,295	33,188,695	69,060,922	39,716,169

Articles.	France.		Austria.		Italy.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
Fertilizers and waste material	$622,667	$186,284			$271,923	$13,328
Pharmaceutical materials	226,273	134,658				
Chemicals	711,243	248,416	$802,643	$323,288	312,199	391,302
Dyes	179,795	202,302				
Glassware	262,518	26,098				
Wood	938,091	439,318	2,247,104	55,748	288,040	204,570
Agricultural products	655,129	13,501	126,286	8,591	67,944	10,558
Shoes and leather	1,139,377	136,259	192,914	19,834	120,576	36,988
Science and art	975,368	320,078	98,727	133,102	112,059	152,273
Watches and clocks	395,168	984,049	3,455	2,137,922	1,130	1,219,245
Machines and vehicles	765,911	1,211,032	119,403	697,437	167,549	1,205,731
Iron, and manufactures of	2,473,393	317,430	827,658	140,886	92,073	325,832
Copper, and manufactures of	1,053,009	263,898				
Precious metals	6,943,381	1,602,194			748,447	365,918
Other metals	350,969	66,153			97,607	74,224
Minerals (oil, petroleum, coal, etc.)	2,824,398	97,743	210,151	63,882	223,946	22,169
Provisions, stimulants, and tobacco	8,828,337	4,515,192	9,109,230	650,206	6,338,250	1,383,149
Oils and fatty substances	906,279	25,949			225,919	8,912
Paper	202,330	221,128	168,949	21,812	23,744	49,200
Cotton, and manufactures of	529,841	1,344,804	93,672	1,117,335	244,209	671,459
Linen, hemp, jute, etc	243,830	106,383			350,020	46,694
Silk, and manufactures of	5,536,276	4,840,047	97,344	2,801,715	22,364,560	1,027,634
Wool, pure and mixed	2,120,576	173,585	227,693	536,249	183,527	175,731
Caoutchouc and gutta-percha	56,118	5,063	262,435	146,467	258,553	181,782
Straw	17,431	506,118				
Millinery articles	1,332,535	329,920				
Animals	1,672,374	207,017	665,743	38,024	5,563,208	751,951
Animal products	180,180	642,756	195,142	120,957	152,854	79,594
Crockery	230,512	22,295				
Miscellaneous	468,123	67,847	871,600	90,693	110,523	47,947
Total	42,841,432	19,257,517	15,820,149	9,099,148	38,268,860	8,396,141

Commerce of Switzerland with all countries during the year ended December 31, 1899—Continued.

Articles.	Russia.		All others.	
	Imports.	Exports.	Imports.	Exports.
Fertilizers and waste material	....	....	$54,698	$5,930
Chemicals	$9,675	$241,643	721,485	853,349
Glassware	....	....	468,564	1,474
Shoes and leather	....	....	144,080	232,176
Watches and clocks	101	2,465,069	357	4,718,856
Machines and vehicles	....	1,926,027	590,994	1,348,715
Iron, and manufactures of	....	....	743,648	209,218
Other metals	....	....	129,001	80,391
Minerals (oil, petroleum, coal, etc.)	408,291	7,717	1,113,154	6,629
Provisions, stimulants, and tobacco	10,754,118	296,484	13,415,880	3,045,227
Oils and fatty substances	....	....	318,997	985
Silk, and manufactures of	....	....	5,391,115	1,214,851
Wool, pure and mixed	21,517	1,200,196	6,630,408	11,521,592
Caoutchouc and gutta-percha	....	....	123,308	80,202
Millinery articles	....	....	....	1,716
Animal products	....	....	73,205	27,666
Miscellaneous	230,767	195,063	2,035,681	1,526,229
Total	11,424,469	6,332,199	31,949,515	24,875,206

Commerce with the United States from January 1 to June 30, 1900.

Articles.	Imports.	Exports.	Increase (+) or decrease (—) of imports for corresponding period of 1899.
Agricultural products	$8,500	....	+ $5,082
Aluminum	....	$700	....
Animals (horses)	5,640	....	— 28,130
Animal products	28,507	55,642	+ 2,880
Caoutchouc	8,140	....	+ 2,380
Chemicals	29,825	1,805	— 1,329
Copper	90,567	318	+ 41,279
Cotton, and manufactures of	1,722,901	4,490,686	+ 428,709
Dyes	8,969	419,144	+ 4,899
Fertilizers and waste material	3,833	....	— 63
Food stuffs, tobacco, beer, wine	2,078,834	486,078	— 814,757
Iron, and manufactures of	155,555	28,256	— 121,086
Leather, shoes, etc	401,781	8,965	+ 3,428
Linen, hemp, jute	....	8,229	....
Machines and vehicles	385,757	87,697	+ 12,206
Millinery articles	81	178,873	+ 10
Mineral products, precious stones, petroleum, etc	760,733	78,998	+ 175,489
Oils and fatty substances	144,186	82	+ 44,754
Paper	919	1,686	+ 919
Precious metals, exclusive of money	440	1,342	— 858
Science and art	16,265	24,365	— 14,828
Silk and manufactures of	5,718	2,926,116	+ 2,868
Straw	....	145,784	....
Watches and clocks and parts of	82,183	398,648	— 15,420
Wood	12,694	5,056	— 552
Miscellaneous	6,000	655	+ 3,821
Total	5,907,978	9,248,625	— 273,481
Corresponding period, 1899	6,181,454	7,889,526	....

BASEL.

CORRECTED COMMERCIAL RETURNS.

As is well known, Switzerland and most other European countries base their import duties and their commercial returns on the gross weight of the merchandise, the unit being almost universally the quintal, or metric centner of 100 kilograms, equal to a little more than 220 pounds. The tables published by the Swiss Government at the end of every quarter and soon after the close of the calendar year, give only the weight of the goods imported, the value of the same being estimated on the basis of the mean prices of the preceding year. In the course of the following year, a commission of experts determines the real value according to the average price of merchandise during the period in which the wares were imported.

In Switzerland, this revision of the original tables for the year 1899 has given a somewhat remarkable result. The entire foreign commerce of the country, exclusive of that relating to precious metals and coin, was at first stated in the official publications and repeated in the consular reports as follows:

	Francs.	United States currency.
Imports	1,103,348,000	$212,946,164
Exports	795,921,000	153,612,753
Total	1,899,269,000	366,558,917

The final report, recently published, gives the following:

	Francs.	United States currency.
Imports	1,162,994,000	$224,457,852
Exports	796,013,000	153,630,509
Total	1,959,007,000	378,088,361

This increase in the value of imports, amounting to $11,500,000, or 5½ per cent of the original estimate, is due to the phenomenal rise in prices during the year 1899.

THE GREAT COMMERCE OF A LITTLE COUNTRY.

The year 1899 saw in this country, as in most others, a large increase in foreign commerce over the preceding year, and a volume of trade never before reached. The figures given above seem small, because they have reference to a country with barely 3,000,000 inhabitants. In fact, they are noteworthy as showing that this little strip of territory, about half as large as the State of Maine, and which could easily be lost in the State of Texas, is economically and commercially the most highly developed part of the world. Even Belgium and Holland, taking into account the latter's colonies, do not reach the astonishing figure of $130 of foreign commerce for every unit of population. Comparing Switzerland with our own country, the sum of the exports and imports expressed in francs is approximately the same as our commerce expressed in dollars. Supposing our population to be about 75,000,000, we buy and sell one-fifth as much per head as the Swiss. These amazing results are attained by a country without colonies or seaports, without coal, iron, or in fact any considerable quantity of raw material for the textiles and other manufactures it has to sell. The necessary importation of a great part of the raw material used, as well as of an immense quantity of cereals and provisions, gives a balance of trade against the country that is very nearly the same as the favorable balance in case of the United States. We have in Switzerland the unique case of exports that are almost exclusively manufactures, and imports that are nearly all raw materials.

The heavy adverse balance of trade against the country is perhaps made good in part by the tourist industry, the success of which has often been mentioned in these reports. But this apparent commercial disadvantage, together with the lack of raw material and domestic breadstuffs, the erection of protective barriers against the country by all its good customers except England, the unequal burden of freight owing to the lack of water communication, cause the Swiss statesman and manufacturer to view the situation with inquietude. The matter of the German tariff alone has driven many of the Swiss manufacturers, especially those in this consular district, to transfer their business wholly or in part to the neighboring German territory of Alsace and Baden.

ALLIANCE WITH THE UNITED STATES.

The fear that the economic situation may become intolerable, in consequence of the increasing import duties of neighboring States, occasionally leads the Swiss, who are otherwise the most patriotic people in the world, to consider whether they may not be finally compelled to form some sort of commercial or even political alliance with another country; but this is only the result of momentary, and by no means widespread, discouragement. The article published by a prominent Swiss newspaper and mentioned a few months ago in the Consular Reports,[1] advocating the incorporation of the country into the American Union, if the latter should be found willing to receive it, was almost universally disapproved. The plan as conceived by the journal, however, would involve no loss of liberty and very little of political autonomy; it could in fact be as accurately described as an annexation of our country to Switzerland as the reverse, since it was assumed that "all we should have to do would be to send our representatives to Washington instead of to Berne." In other words, the smaller country would send two members from each of its 22 cantons to the United States Senate and transfer its whole lower house to ours. But no material advantage could compensate the Swiss for even a mere nominal loss of his independence.

GENERAL TARIFF APPLIED TO AMERICAN GOODS.

For the moment, then, there is no question of even satisfactory trade relations. The federal council has just issued a decree subjecting American goods to the Swiss general tariff after November 1 of this year, in consequence of the termination, at the instance of the United States, of the commercial treaty of 1850, under which Switzerland enjoyed the privileges of the most-favored nation. Our sales to Switzerland are much more important than is generally supposed, amounting in some years to $14,000,000. The following table, translated from the organ of the Trade and Commerce Association of this city, shows the principal items of American import during the last two years and the new import duties, as compared with those under the conventional tariff, the benefits of which we have ceased to enjoy:

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[1] Consular Reports No. 240, September, 1900; Advance Sheets No. 775, July 9.

Kind of merchandise.	Imports from the United States.		Old tariff (per 220 pounds).	New tariff (per 220 pounds).
	1898.	1899.		
Meats, bacon, canned meats	$694,283	$506,654	$1.16	$1.54
Cast iron, manufactures of, except entirely rough	108,068	86,840	.96	1.16
Bicycles	89,282	90,247	13.51	19.30
Fruit, dried	79,400	66,618	.48	.96
Butter and margarine	23,548	41,688	1.93	2.89
Flour and meal	40,788	20,998	.38	.48
Grits, groats, semoule	19,218	26,302	.38	.48
Fish, fresh	12,474	18,549	Free.	.48
Staves, rough	14,578	8,783	.03	.04
Furniture, wooden	10,057	4,267	3.09	4.82
Pianos, harmoniums	8,833	2,799	5.79	6.75
Wrought iron, manufactures of, common; polished, plated with zinc or tin	7,256	9,948	2.31	2.89
Coppersmiths' wares	5,690	9,943	5.79	9.60
Sausage meats	9,085	11,580	2.82	4.82
Fancy articles, knickknacks	9,082	5,895	5.79	9.65
Boards, hard wood, except oak	1,887	4,408	.14	.19
Microscopes, spectacles, etc	6	9,218	7.72	15.44
Starch, in wholesale packages	3,354	7,549	.24	.39
Shoes, fine	2,834	6,889	11.58	25.09
Wine, in casks	11,097	3,962	.67	1.16
Leather, manufactures of	2,972	3,783	11.58	23.16
Pharmaceutical preparations in wholesale packages	3,464	3,464	8.69	9.65
Jewelry	1,248	4,346	3.86	5.79
Fruits, preserved	2,289	3,092	7.72	9.65
Fish, dried, in 5-kilo casks or under	96	5,211	3.09	9.60
Office supplies	2,605	3,077	4.82	5.79
Labels, forms	1,505	1,505	4.82	5.79
Paper, printing and writing	887	1,254	1.54	1.93
Wrought iron, manufactures of, fine	653	2,528	4.82	6.75
Total	1,176,514	971,372	....	....

This table shows that the enforcement of the general tariff affects those kinds of merchandise whose value constitutes only about 8 per cent of the $12,000,000 worth of American goods shown by Swiss statistics to have been imported last year. Raw cotton, the cereals, and petroleum, articles which make up the far greater part of our sales to Switzerland, will continue to pay the same duty under the general tariff as heretofore, and for the first two this duty is merely nominal. The following table, comprising all articles affected by the change which are bought from us in more than trifling quantities, shows that though the duty is increased in two cases a hundred per cent or more, it is still far from prohibitory when reckoned at an ad valorem rate on the arbitrary value assigned in the Swiss statistics to merchandise imported in the year 1899:

Articles.	Value per quintal.	Former duty.	New duty.
	Francs.	*Per cent.*	*Per cent.*
Shoes	1,700	3½	8
Fruit, dried	80	3	6
Margarine	100	10	15
Bicycles	1,450	5	7
Manufactures of cast iron	60	8	9½
Flour and meal	21	2	3

Speaking of the rather unimportant result of the application of the general tariff to American goods, the journal above quoted says that an augmentation of duties by new legislation is to be anticipated and desired in order to secure favorable terms in negotiating a new treaty.

TRADE WITH THE UNITED STATES, 1899.

According to the official report of the Swiss statistical bureau, the United States has lost, for the time at least, its rank as fourth in the list of countries selling goods to Switzerland, while it remains, as last year, fourth in the rank of buyers. The neighboring country, Austria-Hungary, takes our place after Germany, France, and Italy as an exporter. The following are the figures representing the exports and imports for the last six calendar years, exclusive of coined money and of goods in transit—what is called in the language of continental statisticians "the special trade" between Switzerland and the United States:

Year.	Imported from United States.	Exported to United States.	Year.	Imported from United States.	Exported to United States.
1899	$11,927,400	$17,698,100	1896	$7,564,900	$13,606,700
1898	14,118,800	14,234,100	1895	7,488,400	17,546,000
1897	9,948,100	13,708,000	1894	6,784,800	13,857,400

Dividing the merchandise into the three great classes in which they are arranged by European statistics, the commerce of the two countries for 1898 and 1899 has been as follows:

Year.	Food stuffs.	Raw material.	Manufactures.	Total.
Imported:				
1899	$4,246,000	$5,211,000	$4,470,400	$11,927,400
1898	6,697,100	5,183,800	2,277,400	14,108,300
Exported:				
1899	926,400	212,300	16,559,400	17,698,100
1900	887,800	154,400	13,181,900	14,224,100

According to this statement, the importations from the United States in 1899 were over $2,000,000 less than during the previous year. But it will be seen from the following tables that this loss is wholly covered by the smaller importation of cereals and raw cotton, while manufactured articles have, in the aggregate, been introduced in larger quantities than in 1898. These tables enumerate only those articles that have been imported from the United States in 1899 in quantities of either greater or less value than in 1898:

Articles.	Value of importations in 1899.	Increase (+) or decrease (–).	Articles.	Value of importations in 1899.	Increase (+) or decrease (–).
Petroleum	$1,680,078	+$327,907	Wheat	$2,626,587	–$1,488,030
Iron pipes	337,943	+ 183,350	Oats	204,966	– 630.724
Oil in casks	208,633	+ 121,204	Cotton	2.178,005	– 299,343
Pine boards	346,049	+ 108,255	Meats	506,818	– 209,019
Tobacco	769,298	+ 61,561	Watch cases	75,044	– 147,249
Lard	484,829	+ 48,448	Indian corn	168,875	– 132,012
			Horses	45,306	– 81,060
Iron, wrought, manufactures of	93,991	+ 40,327	Copper	89,988	– 71,796
Machinery	396,229	+ 31,652	Oil of turpentine	90,903	– 45,448
Electrical apparatus	24,318	+ 20,072	Leather	611,617	– 31,931
Agricultural machinery	22,868	+ 10,808	Cast-iron ware	89,552	– 18,528
Bicycles	90,081	+ 772	Dried fruit	66,588	– 12,738

Special commerce with other countries in 1899.

	Importation.	Per cent of whole importation.	Exportation.	Per cent of whole exportation.
Germany	$69,060,922	29.70	$39,716,169	24.95
Austria-Hungary	15,320,149	6.59	9,099,148	5.71
France	42,841,431	18.42	19,257,116	12.10
Italy	38,268,860	16.46	8,396,141	5.27
Total, neighboring countries	165,491,362	71.17	76,468,574	48.03
Great Britain	11,286,295	4.85	33,188,794	20.85
Other European countries	22,988,083	9.89	17,875,083	11.23
Total, Europe	199,765,740	85.91	127,532,451	80.11
Africa	3,547,228	1.53	1,267,114	.80
Asia	8,494,667	3.65	6,111,047	3.84
United States	12,367,323	5.32	18,337,707	11.52
Other American countries	6,311,550	2.72	4,458,903	2.80
Australia	2,012,456	.87	653,337	.41
Undetermined destination	....	....	833,218	.52
Total	232,498,964	100	159,193,777	100

Geo. Gifford, *Consul.*

Basel, *November 1, 1900.*

SUPPLEMENTARY.

While there has been in general an increased demand for Swiss products in America in 1900, this favorable tendency has not extended to the manufactures of this consular district. The silk ribbons which were formerly exported in such large quantities are now almost wholly neglected, though manufacturers are no longer in a situation to demand anything like the prices of last year. Such a degree of depression has rarely or never before been experienced in this branch of business, and exportation to the United States has almost stopped. The disfavor into which ribbons have fallen as an article of fashionable attire is thought to be wholly responsible for this state of affairs, but as soon as a change in this respect has taken place, it is anticipated that ribbons will be shipped in the usual quantities to America.

The other principal export articles—coal-tar colors and spun-waste silk—are still enjoying a fair American demand, but both at reduced prices.

IMPORTS.

For American goods imported into Switzerland, there was a normal demand during the six months in question, but in respect to petroleum, a current in favor of the Russian article has developed, which, while considerably reducing the relative importance of the importation from the United States, has not so far shaken the decided predominance of the American article. As a similar tendency has several times been observed in former years, and as American petroleum has always regained its former position in the end, no permanent danger is to be apprehended in this direction.

DEMAND FOR AMERICAN COAL AND COKE.

The demand for American coal and coke, reported last year from this consulate with definite propositions from buyers, continues unabated, but so far without having obtained any satisfaction whatever, A very large importer in this city, who many months ago invited American coal dealers to submit their terms for coal delivered c. i. f. Rotterdam, does not appear to have received any propositions, but it is not improbable that Switzerland may obtain its share indirectly from the large shipments recently reported as likely to be made to the Mediterranean.

Geo. Gifford, *Consul.*

Basel, *November 6, 1900.*

SWISS TRADE IN 1900.

A provisional statement of the value of the imports and exports of Switzerland during the four quarters of the calendar year 1900 has already been published. The definite figures will not be determined until next October, after the board of expert appraisers has completed its work. It may be safely concluded that the final result, based on the mean price of the different classes of merchandise during the year 1900, will show a larger total of imports than is indicated in the preliminary statement resulting from the employment of the prices of the year 1899 as a factor in the computation.

The following table gives the value of the special commerce, exclusive of coined money, for the last three years:

	1898.	1899.	1900.
Imports	$211,200,000	$232,600,000	$214,800,000
Exports	144,800,000	159,200,000	164,060,000

It appears that there has been a large diminution of imports since 1899 and an increase of exports to a point never before reached in the history of the Confederation. The adverse balance of trade is thus reduced about one-half. The amount of exports will not be materially affected by the final appraisal, but the adverse balance will become somewhat larger when the increased value is given to the imports.

But Swiss economists, having to confront each year a very large adverse balance, have come to regard it as normal. They are not much disquieted by it, since they have seen their country become, in spite of it, the most important and flourishing commercial and industrial center of the whole world in proportion to its size. Notwithstanding its apparent commercial disadvantage, Switzerland is rich enough to attract every spring a veritable invasion of Italian workingmen, 100,000 of whom, it is estimated, carry $6,000,000 as wages back to their homes, in the autumn.

The principal articles, which were imported in reduced quantities last year, were raw silk, live animals, provisions and groceries, machinery, spirituous and malt beverages.

The increase of exports is to be placed to the account of cotton manufactures, especially embroideries rovisions, spirits, wine, beer, watches, and machinery.

Geo. Gifford, *Consul.*

Basel, *January 7, 1901.*

BERNE.

In looking over the statistics of the special commerce of Switzerland for 1899, one is immediately struck by the fact that, in exports, Switzerland gained most in shipments to the United States, and in imports, the greatest decrease is shown in articles from the United States. Imports into Switzerland during the year 1899 show an increase of $18,766,897, the value of all imports having been $224,380,801. The total value of the exports during 1899 was $153,630,684, being an increase of $13,932,219 as compared with the previous year. The large increase in imports came, for the most part, from the four countries surrounding Switzerland, in an approximate proportion as follows: Italy, $6,500,000; Germany, $5,500,000; France and Austria, $2,000,000 each. This leaves $2,000,000 to be divided among other countries, of which Great Britain, Australia, La Plata district, Egypt, China, and Japan furnished the largest amount. On the other hand, France is the only country of the four mentioned which shows any marked gain in exports from Switzerland. The greater part of the $14,000,000 increase in exports went to the United States and Great Britain, each taking approximately $3,500,000, France, which took $2,500,000, and Spain $1,333,333⅓. Countries showing a substantial decrease in imports into Switzerland are the United States, Danube Principalities, Russia, and Brazil. Of the exports, the following countries took less than in 1898: China and Japan, Danube Principalities, and European Turkey, with smaller amounts for other countries.

The principal cause for the increase of $18,000,000 in imports was the immense gain in the value of raw materials, no less than $13,000,000 of the $18,000,000 being in this category. The remainder was due to the increase in manufactured articles. This gain is not to be credited so much to a larger amount of articles imported, as to the fact that prices paid were much higher than those in 1898. The increase in the price of silk imported amounted to almost $6,500,000, and of this, almost $5,000,000 may be credited to the higher price on silk coming from Italy. Countries selling to Switzerland also obtained better prices for wool and woolen goods, cotton and cotton goods, clothing, flax, etc., iron, copper, zinc, mineral stuffs, certain food products, and machines. As for cotton and cotton goods, while there was an increase in value of imports of $1,100,000, there was a decrease in the amount of imports of over 17,000 quintals. The same may be said of food products in general. There was, however, a large drop in the prices paid for cereals and flour. An increase is noted in the amounts of iron and ironware, mineral stuffs, machines, and precious metals, and a decrease in the quantity of live stock, leather, shoes, and wood imported. The $14,000,000 increase in the exports was made up of manufactured products to the amount of $13,000,000, and the remainder of raw materials. As in the imports, the exports of food products decreased somewhat; in neither case, however, reaching $1,000,000.

The table of percentages of the imports and exports of raw materials, food products, and manufactured articles offers an interesting study in comparisons. Here are the percentages for 1899:

Articles.	Imports.	Exports.
	Per cent.	*Per cent.*
Food products	28.27	10.96
Raw materials	39.44	11.62
Manufactured articles, manufactures	32.29	77.42
	100	100

In percentages of total imports and exports, trade in food products has reached the lowest point for the last nine years. The imports of raw material show the highest percentage, with the exception of the year 1893, when they reached 40.36 per cent, but in exports, they are the lowest. Manufactured products show little change for the period mentioned, running generally between 30 and 32 per cent of the total imports, but in exports, they show in 1899 a higher per cent of the total than has yet been reached.

GERMANY.

Imports, $66,642,000, a gain of $5,900,000 over 1898; exports, $38,310,000, a gain of $869,000 over 1898. The imports were 29.70 per cent of the total, and the exports 24.95 per cent.

Goods showing a marked increase in imports from Germany were coal and briquettes, iron rails and raw iron, machines, woolens, iron quartz, copper and brass, iron goods, notions, chemicals for manufacturers, wool, oats, iron pipes, sheet iron, woolen clothing, jewelry, cast-iron goods, cotton clothing and corsets, arms, yarn, and woven goods.

Goods showing a marked decrease in imports were books and cards, electrical cables, leather, sugar, oxen, flour, unmanufactured gold, and animals.

Increases in exports were in twisted silk thread, silks, cotton embroideries, organzine and tram, skins, yarns, cotton woven goods, cotton yarn, cheese, calcium carbide, and silk embroideries.

Articles showing a decrease in the exports were fresh fruit (the summer of 1900 was an excellent fruit year in Switzerland), cows, condensed soup articles, colored silks, aluminum, calves, woven silk goods, and aniline dyes.

AUSTRIA.

Imports, $14,784,000, a gain of $1,988,000 over 1898; exports, $8,781,000, a gain of $674,000 over 1898.

The imports were 6.59 per cent, and the exports, 5.71 per cent of the total.

In the imports, the following gained considerably: Oats, sugar, benzine, naphtha, etc., wool, oxen, notions. The following decreased: Hogs (over 60 kilograms), malt, and cask wood and carved oak goods.

The exports show an increase in woven silk goods, machines, twisted silk yarn, watches and watch materials, and organzine and tram, while a decrease is noted in whole and half-silk ribbons, hides and skins, cheese, and straw goods.

FRANCE.

Imports, $40,341,000, a gain of $1,986,000 over 1898; exports, $18,582,000, a gain of $2,525,000 over 1898.

The imports were 18.42 per cent and the exports 12.10 per cent of the total Swiss imports and exports.

There was an increase in the imports of unmanufactured gold, silk waste, etc., organzine and tram, flour, woven woolen goods, rails and raw iron, wheat, chemicals for manufactures, unmanufactured silver, fresh fruit, cast-iron goods, silk and half-silk pieces, iron goods, coal and briquettes, books and cards, fresh vegetables, cotton clothing and corsets, raw wool, hay, and copper.

There was a decrease in oxen, hogs, bulls, raw gems, carved oak goods, raw stonework, cows, zinc, sugar, tallow, oil cakes, etc., machines and parts, and malt.

The exports show an increase in fine jewelry, silk goods, machines and parts, watches and parts, twisted silk thread, cotton embroideries, cheese, chocolate, silk waste, etc., copper, calcium carbide, gold and silver in sheets, and silk embroideries.

A decrease in exports is noted in flour, straw goods, straw hats and tresses, silk shawls, aniline dyes, silk and half-silk ribbons, and woven goods.

ITALY.

Imports, $37,950,000, a gain of $6,851,000 over 1898; exports, $8,050,000, a gain of $620,000 over 1898.

The import was 16.46 per cent and the export was 5.27 per cent of the total.

The large increase in imports was for the most part in silk goods, organzine and tram, and raw silk, owing to higher prices for this class of goods as above mentioned, while the remainder of the increase was made up of oxen and hogs, silk waste, bulls, eggs (the import of eggs being over $1,000,000), fresh fruit, flax, jute, etc., olive oil, grapes for wine, sheep, oil cakes, etc., and chestnuts.

There was a substantial decrease in imports of wine in casks, fresh meats, butter, lead in bars, and cocoons.

Exports increased in watches and parts, machines and parts, roasting beef, and iron goods.

There was a decrease in exports of cheese, hides and skins, and yarns.

GREAT BRITAIN.

Imports, $10,886,000, an increase of $1,050,000 over 1898; exports, $32,050,000, an increase of $3,500,000 over 1898.

The import was 4.85 per cent of the total import, and the export was 20.85 per cent of the total export of Switzerland.

Great Britain is Switzerland's second-best customer, Germany alone preceding her. In manufactured articles, however, Great Britain takes more than any other country, distancing Germany by a round $4,000,000. The main articles of Swiss export to Great Britain are woven silk goods, cotton embroideries, silk and half silk ribbons, watches and parts, and condensed milk. The silk industry shows a round $14,000,000 export; watches are exported to the value of $4,000,000, and condensed milk to the value of $2,700,000. All these goods show a marked gain in export over 1898, and there is a smaller increase in straw goods, chocolate, and shoes. These latter are cheap articles and are exported to Great Britain to the extent of some $800,000. The export of yarns, skins, and aniline dyes fell slightly.

The import from Great Britain consists for the most part of cotton and woolen goods, sheet iron, twisted cotton yarns, rails and raw iron, woolen yarns, and linoleum, all of which show gains over the preceding year. A decrease is noted in the import of bagging, unmanufactured gold, soap, and machines.

UNITED STATES.

The United States now stands fifth in the list of countries exporting to Switzerland, having been passed by Austria, which occupied this position in 1898. Leaving aside the four countries bordering on Switzerland—namely, Germany, France, Italy, and Austria—which on account of their situation lead in exports to that country, we find the United States ahead of all the rest in the value of goods sent here, notwithstanding the decrease of over $2,000,000 from 1898.

As for export, Switzerland's greatest increase for 1899 is in her trade with us, Great Britain closely following.

Imports from the United States were $11,934,465, showing a decrease of $2,167,396 from 1898; exports to the United States, $17,502,886, an increase of $3,464,322.

The Swiss import from the United States was 5.32 per cent, and the export to the United States was 11.52 per cent of the total.

The large decrease noted in imports from the United States is for the most part to be credited to the drop in cereals, wheat decreasing to the extent of almost $1,500,000 and oats falling nearly $640,000. Raw cotton shows a decrease of $290,000, from 156,540 quintals in 1898 to 122,666 quintals in 1899, while Egypt gained 10,000 quintals over its export to Switzerland in 1898—103,000 quintals. The price of American cotton rose from 82 francs in 1898 to 92 francs per quintal in 1899. Meat products fell off about $200,000, and watch cases and maize $146,000 and $131,000 respectively. The import of horses also shows a decrease of $81,000. In 1898, the United States sent 649 horses to Switzerland, with an average value of $195 each; in 1899, but 195 were sent, at an average value of $232 each, according to statistics. The total import of horses into Switzerland shows a difference of only 6 in favor of 1899, 10,342 having been imported in 1898, and 10,348 in 1899. Germany, France, and Italy take the lion's share of this trade. Other decreases in imports were in raw copper, turpentine, oil, leather, cast-iron goods, and dried fruit.

The losses, then, were accounted for by the falling off in food products, which will be noted with satisfaction by the manufacturers of the United States who are pushing their wares for sale in the safe though limited markets of the little Swiss republic. The only articles which show any marked increase in the import over 1898 were petroleum with $320,000, raw-iron pipes with $180,000, fat oil in casks with $120,000, pitch-pine boards with $102,000, raw tobacco with $59,000, and lard with $4,600 increase. As for petroleum, the quantity decreased 22,051 quintals, but the increase in price brings that commodity to the fore as far as value is concerned and shows an increase as mentioned. The price jumped from 13 to 17 francs per quintal. For the first half of 1900, the United States furnished 221,000 out of the 291,000 quintals imported. Other articles showing smaller increases in import are iron goods, machines, electrical apparatus, agricultural machines and bicycles. Our bicycles came several years ago and are now fixtures.

As a matter of fact, Swiss imports from the United States consist mostly of food products and raw materials, with only about one-fifth of the total in the category of manufactures. These have gained only slightly, it is true, yet are vastly ahead of what we sent to Switzerland a few years ago. Even with our decrease in imports of about 14 per cent, the figures are almost double those of 1894, and a round

$2,000,000 ahead of 1897, when cereals again played an important part in bringing up the value of our imports into this country. At the same time, the fact must not be lost sight of that many American goods delivered to Swiss firms through Germany are entered as German wares. Just what proportion these represent is rather a hard matter to decide, but as far as agricultural tools, etc., are concerned, I am told by dealers that all their goods in that line come through Germany and are placed to the German credit to the detriment of our own.

The increased export from Switzerland to the United States was, for the most part, made up of cotton embroideries. Other articles which show a substantial gain are silk and half silk pieces, twisted silk thread, watches and materials, aniline dyes, hides and skins, silk embroideries, and cheese. I shall confine myself to the chief articles of export from this district, namely, watches and materials, and cheese.

WATCHES.

Except in China and South Africa, Switzerland's trade in watches and watch materials is still displaying the remarkable activity that was manifest last year. As far as the United States is concerned, the main item of interest is that the export of materials, springs, jewels, hair springs, dials, hands, balances, etc., directly or indirectly destined for American factories, is decidedly increasing. The Swiss exhibit at the Paris Exposition has probably had something to do with the larger demand for a better class of goods for the United States, especially in ladies' small, fancy watches. On the other hand, the import of watch cases from the United States, an industry that reached its climax in 1898, has fallen off, the number of cases imported dropping from 230,000 in 1898 to 80,674 in 1899. This may or may not be taken to mean a setback for the American article. The Swiss statistical department is of the opinion that better prices for metal cases are now obtained in the home markets. Prices seem to substantiate this idea. In 1898, the best year in this line, the price was 5 francs apiece for United States goods against 10 francs for 1897, and in 1899, the average was reduced to 4.75 francs. The following table will be found useful in showing imports from the United States as compared with the total:

Imports of watch cases of nickel or other metal since the year 1896.

Year.	Total number.	Average price.		United States share.	Average price.	
		Francs.	United States currency.		Francs.	United States currency.
1896	45,675	9.68	$1.87	41,900	10.50	$2.03
1897	67,463	9.60	1.85	64,620	10.00	1.93
1898	232,556	4.96	.96	230,289	5.00	.97
1899	182,200	3.12	.60	80,154	4.75	.92
1900, first half	94,302	3.02	.58	48,476	....	....

The American watch cases imported are for the most part electroplated and are fitted here with Swiss movements. These are exported to nearly every country, Russia in particular. I am indebted to Mr. Henry Rieckel, jr., consular agent at Chaux-de-Fonds, for his views in the matter of watch cases. The demand in other countries for watches with electroplated cases is decreasing, as they seem to have been stocked with such goods in 1898. The exports for the first half of 1900, however, are considerably in advance of the corresponding period in 1899. Other causes which may have affected the decrease from the United States are that the profit on the cases fitted with Swiss movements is said to have suffered a reduction from 9 to 7 francs; then the demand for the cases in the United States has increased, with a consequent rise in price, and some American manufacturers have even refused to take orders for Switzerland. Swiss factories are now producing these cases, especially engine-turned ones, of almost the same quality and finish as the American goods and at the same prices. France is sending cases to Switzerland, the industry having commenced in 1899 as far as Switzerland is concerned, when of the total above mentioned in the table (132,200), 52,000 came from France. The first half of 1900 shows that of the total imports, namely, the 94,302 mentioned above, the share of France was 45,826. Again, the Swiss factories are ready to accept and execute orders on any size of blocks, while the American factories do not take orders for cases unless they are given on blocks of American size only. Unfortunately, I am of the opinion that this characteristic is noticeable not only in watch cases but in other goods, the markets for which are damaged for the American by his unwillingness to conform to conditions prescribed by the importers of the country to which he sells.

There has been a steady growth in the value of the total exports of watches and materials from Switzerland, from the $16,000,000 exported in 1894 to the round $21,000,000 exports of 1899. The appended table will show the divisions of this industry for the years 1898 and 1899. The decrease in value of silver watches is accounted for by the smaller amount sent to East Asia—Japan in particular, which country stocked up in 1898 in anticipation of the new tariff. The figures for the first half of 1900, however, show that Japan is again in the ranks, the total number of watches with silver cases sent to Japan in the year 1899 having been 40,000, while for the first six months of 1900 alone 60,000 were exported.

Value of the Swiss watch exports for the years 1898 and 1899.

Class of goods.	1898.	1899.
Gold watches and chronometers	$7,544,020	$8,082,239
Silver watches	7,527,480	7,311,075
Nickel watches	3,388,987	3,921,726
Finished works	607,979	559,882
Materials and jewels	1,634,579	1,714,478
Total	20,703,045	21,599,385

Figures showing the share of the United States are already on record in the quarterly returns of exports.

The price of silver watches in 1899 was somewhat lower than in the preceding year, but not enough to affect the total, which shows the Swiss watch industry has reached a point never before attained in its history. The prices for gold and for metal watches dropped also, the average values per piece for the three being, respectively: Gold, $9.78; silver, $2.83; and metal, $1.65. The public seems to have shown a taste for cheaper watches, which brings down the average price and also the total value considerably. The United States is the largest customer for finished works, taking, in 1899, 130,000 out of a total export of 458,000 and paying, on the average, $1.54 apiece. Altogether, the Swiss manufacturers and dealers have no reason to complain of their sales during 1899, and from the provisional statistics for the first six months of 1900, a still greater increase is promised for the year, if the proportion is kept up for the last half.

CHEESE.

The price of Swiss cheese in 1899 was in general lower than in the previous year, dropping from 169 francs to 163 francs per quintal (220.46 pounds). Roughly speaking, this is a decrease of one-half cent per pound. The summer of 1899 was bad for the cheese makers, as many "seconds" were turned out, and the sale of these at lower prices than those obtained for the better class of goods caused a material reduction in average price. The exports, however, increased 14,199 quintals—from 232,954 quintals in 1898 to 247,153 quintals in 1899. The first six months of 1900 show the exports to have increased 7,579 quintals over the corresponding period of 1899. As for the cheese made by Swiss workmen in the northern part of Italy, the firms in Switzerland claim that it has not caused any decrease in their sales, being merely "like the Swiss cheese made in America."

The following table gives a comparison between the years 1898 and 1899 in the countries to which the greater part of the cheese was shipped, with prices paid by each country:

Amount of cheese taken by the principal countries and the average price in francs paid per quintal of 220.46 pounds.

Countries.	1898.			1899.		
	Quantity.	Average price.		Quantity.	Average price.	
		Francs.	United States currency.		Francs.	United States currency.
France	67,000	165	$31.85	74,900	158	$30.49
Germany	55,000	170	32.81	60,300	165	31.85
Italy	31,000	172	33.20	28,500	166	32.04
United States	23,000	163	31.46	25,700	153	29.53
Austria	16,000	176	33.97	16,100	169	32.62
Russia	8,000	179	34.55	7,600	176	33.97
Belgium	5,000	172	33.20	6,000	165	31.85
Denmark	4,000	171	33.00	4,800	164	31.65
Great Britain	4,000	173	33.40	4,100	171	33.00
Norway and Sweden	3,000	179	34.55	3,300	170	32.81
Algeria	3,000	163	31.46	4,100	156	30.10
Spain	1,600	171	33.00	1,900	165	31.85
Brazil	1,300	175	33.78	837	164	31.65
Danube Principalities	1,100	185	35.71	837	188	36.28
Netherlands	1,400	117	32.58	1,200	113	21.81
La Plata	805	176	33.97	1,300	175	33.78

Other countries took smaller amounts to make up the total of 232,954 quintals (51,357,039 pounds) in 1898 and 247,153 (54,487,350 pounds) in 1899. The value of the exports of 1899 was $7,751,598, which is $158,600 in advance of the value of the cheese for 1898, notwithstanding the cheaper price received. It may be of interest to quote the prices for cheese per quintal for the last few years. The average for 1890–91 was 173 to 165 francs ($33.40 to $31.85); for 1894, 175 francs ($33.78), which was caused by the decreased production of an exceedingly dry year; for 1895, 168 francs ($32.42); and for 1897 and 1898, 165 and 169 francs ($31.85 to $32.62) respectively, the latter price being a trifle less than 17 cents per pound in United States equivalent. Trade with Italy has gradually decreased from 60,000 quintals (13,227,600 pounds) in 1888 to 28,000 (6,172,880 pounds) in 1899.

WHEAT.

Inasmuch as wheat was responsible for much of the decrease in imports from the United States into Switzerland, it may not be out of place to look over this field and see just where the wheat used by Switzerland comes from and what it costs. For the past three years, the wheat came from the countries in the proportion shown by the following table, the figures being the number of quintals imported. Using as a basis the generally assumed proportion of 60 pounds to 1 bushel, 1 quintal, or 220.46 pounds, would be approximately 3⅔ bushels.

Number of quintals of wheat imported into Switzerland from the various countries during the years 1897, 1898, and 1899.

Countries.	1897.		1898.		1899.	
	Quintals.	Bushels.	Quintals.	Bushels.	Quintals.	Bushels.
Russia	2,288,546	8,410,500	2,072,766	7,616,900	2,314,929	8,506,000
Austria-Hungary	183,335	672,400	14,524	58,700	3,317	11,000
Danube Principalities	487,776	1,793,000	312,573	1,150,000	103,695	382,000
United States	449,158	1,649,700	897,640	3,299,600	687,316	2,527,600
Argentine Republic	12,508	47,700	45,995	169,000	347,566	1,278,600
Turkey	8,422	29,400	2,738	11,000	....	....
Canada	44,107	161,000	45,309	165,300	129,024	473,900
France	10,546	40,400	6,527	25,700	43,777	161,600
Italy	1,143	3,800	2,432	9,300	1,069	3,600
Germany	45,578	165,300	42,551	157,900	69,520	253,000
Australia	....	....	497	1,800	112,407	411,500
Other countries	955	3,300	3,590	14,600	....	....
Total	3,531,974	12,975,600	3,447,242	18,676,200	3,812,620	14,008,800

The average price of wheat for 1899 was 20.21 francs ($3.90) per quintal, $1.06 per bushel. American wheat averaged $1.04 and Russian $1.08. For the first six months of 1900, the United States shows a decided decrease in comparison with the corresponding period of 1899, as do also Russia and Australia. The latter country commenced in 1899 to export considerable wheat to Switzerland. The next table shows the first six months of 1899 and 1900, respectively.

Import of wheat from the countries for the first six months of the years 1899 and 1900.

Countries.	First half 1899.		First half 1900.	
	Quintals.	Bushels.	Quintals.	Bushels.
Germany	18,906	69,466	46,685	171,534
Austria	1,423	5,228	2,485	9,130
France	13,938	51,213	22,591	83,006
Italy	940	3,454	273	1,013
Russia	1,104,850	4,057,750	821,849	3,017,910
Danube Principalities	58,888	214,537	106,514	391,368
Canada	70,737	259,911	165,495	608,083
United States	370,692	1,362,046	223,413	820,898
La Plata	60,855	223,601	172,019	632,055
Australia	15,799	58,060	6,471	23,776
Total	1,716,028	6,304,256	1,567,295	5,758,768

The decrease in the total import for the above period of this year, (1900) is 148,733 quintals or, in round numbers, 560,000 bushels.

INTERNAL AFFAIRS.

A treaty went into effect on September 1, 1900, between Switzerland on the one hand and Germany and Austria on the other, that provides for a slight alteration in the postal laws. Instead of limiting the weight of letters between the countries named in the treaty to 15 grams or one-half an ounce, according to the laws of the Universal Postal Union, the weight is raised to 20 grams. Other minor advantages relating to newspapers and correspondence between towns on the boundaries of the countries are also included.

Postal service.—The receipts of the postal service for 1899 were the highest known, having reached the sum of 33,977,000 francs ($6,557,561). The expenditures were 31,188,000 francs ($6,019,284), showing a favorable balance of 2,789,000 francs ($538,277). The number of pieces of mail matter increased greatly over the preceding year. The interior service showed 89,583,000 letters, 33,713,000 postal cards, and the foreign service 20,197,000 letters and 12,807,000 postal cards. Picture postal cards are used in great numbers, and there is an increase in this particular line. Switzerland leads all countries in the number of picture postal cards used per capita.

Tariff.—The Swiss tariff, as is well known, is low, for the reason that its raw materials and food products have to be imported. For 1899, the customs duties collected amounted to 50,579,000 francs ($9,761,747), an increase of 2,265,000 francs ($437,145) over 1898. An increase is noted in the following articles (showing that in quantity, their import increased, although prices may have been such as to indicate a decrease in the values of the goods as published in the statistics, a fact which I have already mentioned): Alcohol in casks, sugar, wheat, oats, rice, maize, grapes, tobacco, wine in casks, iron and ironware, textile manufactures (except linen), paper, machines, and glass. Decrease is shown in animals, copper and copper wares, cement, leather, wood, and coffee.

AMERICAN GOODS.

Switzerland is no longer an open country, where American goods are just beginning to become known and used. The introduction of our goods is an accomplished fact, and the ever-increasing sales show that not only are they liked and used, but that the American manufacturer is putting forth efforts to increase his sales and to make markets for other articles. To-day, we are treated to the spectacle of American firms actually competing with each other for the limited markets of Switzerland. From letters received at this office, there seems to be ignorance among many American firms as to the chance of trade with this country, ignorance which has really no excuse for existence, for the Consular Reports and Commercial Relations have already shown Switzerland in its true commercial light.

Trade with Switzerland must neccessarily be limited. The country can not grow, and already every available space is cultivated. The population, of about 3,150,000, is scattered, and of this number of inhabitants, but 690,000 live in the fifteen cities and towns containing over 12,000 each. In the report on commerce and industries sent from this office last year,[1] the subjects of population, occupations of the people, etc., were treated fully, and a similar statement at this time would be merely unnecessary repetition.

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[1] See Commercial Relations, 1899, Vol. II.

Many small articles of merchandise from the United States are sold to the Swiss by German houses and German salesmen who handle various American articles. This method is an excellent one for those American firms whose trade does not warrant them establishing a warehouse in Germany or paying salaries to their own salesmen, for not only do they capture what trade there may be in Switzerland but they are reasonably sure of a share of the larger, and therefore more satisfactory, markets of the German Empire. There are many German houses which make a specialty of this sort of thing.

Switzerland is a small country, business is done in a small way, and to the newcomer, the field must also look small, but there should be no reason why he should not take a portion of the German trade and a larger portion of the Swiss, provided goods and prices are right.

LEO. J. FRANKENTHAL,
Vice and Deputy Consul.

BERNE, *October 13, 1900.*

CENSUS OF SWITZERLAND.

The results of the recent census have just been made known by the bureau of statistics. The population of the country on December 1, 1900, was 3,312,551, against 2,917,754 in 1888, when the last census was taken. The population of the various cantons is shown by the following table:

Population of the various Cantons of Switzerland in 1900 and in 1888.

Cantons.	1888.	1900.	Cantons.	1888.	1900.
Zurich	337,183	430,135	Appenzell (exterior)	54,109	55,284
Berne	536,679	586,918	Appenzell (interior)	12,888	13,480
Luzern	135,360	146,474	St. Gallen	228,174	250,066
Uri	17,249	19,701	Graubünden	94,810	104,510
Schwyz	50,307	55,497	Aargau	193,580	206,460
Obwalden	15,043	15,280	Thurgau	104,678	113,110
Nidwalden	12,538	13,088	Tessin	126,751	142,719
Glarus	33,825	32,397	Vaud	247,655	279,152
Zug	23,029	25,045	Valais	101,985	114,980
Fribourg	119,155	127,719	Neuchatel	108,153	125,804
Solothurn	85,621	100,838	Genève	105,509	131,674
Baselstadt	73,749	112,246			
Baselland	61,941	68,451	Entire Switzerland	2,917,754	3,312,551
Schaffhausen	37,783	41,523			

The largest cities and towns of the Republic are shown by the table appended, which gives the population of the cities and towns proper. The population of the district would be considerably larger, such as district Zurich, 177,000; district Basel, 109,000; district Berne, 93,000.

Population of the cities and towns of Switzerland.

Zurich	150,228	Lausanne	46,407
Berne	63,994	Chaux de Fonds	35,890
Biel	21,958	Locle	12,520
Luzern	29,203	Neuchatel	20,701
Fribourg	15,766	Geneva	58,867
Basel	107,287	Plainpalais	19,584
Schaffhausen	15,286	Winterthur	22,320
Herisau	13,491	Chur	11,513
St. Gallen	33,088	Vevey	11,723
Tablat	12,549	Eaux Vives	11,870

ADOLPH L. FRANKENTHAL,
Consul.

BERNE, *January 12, 1900*

GENEVA.

As instructed by Department circular of the 25th of July, 1900, I submit the following:

CONSULAR DISTRICT OF GENEVA.

It should first be understood that the consular district of Geneva comprises the greater part of French Switzerland. The most important city is Geneva. Other cities and important towns are Lausanne, Vevey, Montreux, St. Croix, and Yverdon. The city of Geneva has a population of 100,000; Lausanne, the second city, has about 45,000.

I make the following extract from my report of last year concerning the city of Geneva:

> Geneva is a great tourist center and is the headquarters of the high-class watch trade of Switzerland, besides being the seat of an extensive trade in fine enameled jewelry, precious stones, and other similar products. The enameled work of Geneva, indeed, is famous all over Europe. Jewelry of this description is sold principally at retail and the greater part of it that goes to the United States probably enters free of duty in one way or another. Hence, there are no figures obtainable showing the importance of the dealings in these articles, nor in precious stones, which are sold in considerable quantities at Geneva.

The foregoing is entirely applicable to the present report, and it may be observed incidentally that the fashionable jewelers of Geneva do not hesitate to say, that as a rule, their best clients come from the United States.

In briefly summing up the commercial conditions in this district for the current year, it should be borne in mind that Geneva is not an important manufacturing or shipping center, and that there is relatively little direct importation. Bâle (Basel) is the great point of entry and distribution for imported merchandise for all of Switzerland, and the custom-house there is a very busy one.

THE GENEVA WATCH TRADE.

The most striking commercial feature in this district in 1900 is the continued activity of the watch trade, meaning particularly the trade in the higher grade watches and all sorts of complicated watches. Geneva is the center of this industry, although it may be observed that all the fine watches sold as Geneva watches are not made in

Geneva, many of them being manufactured in the Jura Mountains, where labor and rents are cheaper. In this connection, a leading watch manufacturer said to me recently:

> There is no better sign of good times than a demand for fine watches. Three years ago—after four years of stagnation and cheap watches—we began to feel the good times coming. An increased demand for fine watches from the United States was the first expression of it. Since then, our prosperity has continued and increased. Then there is another thing that has helped to increase the demand for fine watches. This is nothing more nor less than the changes in the fashions of the day. Fashion is an eccentric thing, playing strange tricks with the watchmakers, just as with the tailors and the dressmakers. Some years ago, gentlemen began to affect cheap watches of the oxidized silver and gun-metal case variety. Gold watches were put aside and gentlemen of fashion wore cheap things that they would ordinarily have given to their valets de chambre. Ladies also took up the fad and found plain, simple cases and ordinary movements the most attractive and satisfactory. But nowadays, fashion has returned to lines of better taste, and expresses itself more luxuriously. People who have money want none but the best and most elegant watches. Thus, our manufacturers and exporters of fine gold watches and complicated watches have enjoyed a prosperous year, and some of the best houses, indeed, have already received important orders from the United States and Great Britain for 1901. As long as there is a demand for fine watches, I repeat that there is prosperity in the world. It may be limited to the country that buys the watches, but it exists. When times are hard, people do not buy fine watches.

The foregoing expresses very aptly the situation in this district in so far as the watchmaking industry is concerned. Before speaking of the Swiss watch trade in general, I give the following table showing the exports from the consular district of Geneva to the United States for the first three quarters of 1897, 1898, 1899, and 1900:

Period.	1897.	1898.	1899.	1900.
First quarter	$16,516.24	$13,086.86	$34,994.55	$45,208.20
Second quarter	43,699.53	33,181.00	59,196.69	54,595.41
Third quarter	25,339.01	55,408.00	71,962.07	80,157.06
Total	85,554.78	101,675.86	166,150.81	179,960.67

NOTE.—In the foregoing figures are included not only watches, but watch jewels and watch materials.

CHEAP WATCHES.

In so far as cheap watches are concerned, the Geneva district is not relatively important. Most of the cheap watches of all varieties are made at La Chaux de Fonds, Bienne, Locle, St. Imier, Porrentruy, Noirmont, and Tramelan.

GENEVA WATCHES AT PARIS.

Many of the most important manufacturers and exporters of fine Geneva watches did not exhibit this year at the Paris Exposition, and at least two of the leading houses give as their sole reason for not doing so that they were too busy making watches to meet the demands of the trade. The Geneva exhibit at Paris was none the less a very fine one, although I am told that the exhibitors are not enthusiastic over results up to date. In this connection, it may be observed that there is a growing feeling among Geneva watchmakers and jewelers that international expositions are not profitable institutions to exhibitors of their class.

THE SWISS WATCH TRADE IN GENERAL.

I have, at considerable pains, prepared from the federal statistics the following tables, which will give a very fair idea of the Swiss watch trade in general for the first six months of 1900, as compared with the same period of 1899. It will be seen precisely to what countries Switzerland sends her watches and in what quantities.

Table A.—*Gold watches exported from Switzerland to all countries during the first six months of 1899 and 1900.*

To what countries exported.	1899.			1900.		
	Number of watches.	Value in francs.	Equivalent value in dollars.	Number of watches.	Value in francs.	Equivalent value in dollars.
Germany	112,741	4,802,753	926,980	116,123	4,885,711	929,756
Austria	42,868	2,244,107	433,112	43,331	2,179,220	420,589
France	2,381	290,827	56,129	3,562	515,587	99,508
Italy	16,943	806,721	155,697	18,831	892,951	172,339
Belgium	11,420	564,304	108,911	14,821	671,726	129,642
Netherlands	14,872	440,306	84,979	12,591	407,856	78,716
Great Britain	67,801	3,133,537	604,773	86,875	3,813,844	736,071
Russia	22,063	2,176,126	418,992	16,727	1,869,733	360,858
Norway and Sweden	4,743	297,371	57,392	5,029	254,304	490,806
Denmark	2,082	105,803	20,420	1,103	64,371	12,323
Portugal	2,055	87,455	16,879	1,510	82,108	15,846
Spain	6,119	443,596	85,614	4,875	361,199	69,711
Greece	398	24,304	4,691	467	24,747	47,764
Danubian countries	753	76,417	14,748	429	38,615	7,452
Turkey in Europe	2,218	96,268	19,580	1,076	51,578	9,953
Egypt	1,843	125,970	24,312	1,819	92,958	17,939
Algeria and Tunis	238	18,283	3,529	172	10,680	2,061
West Africa	80	2,638	509	362	15,945	3,077
Turkey in Asia	351	10,110	1,951	249	10,846	2,093
British India	1,867	105,872	20,433	2,402	137,969	26,628
Japan	114	15,559	3,003	3,450	288,533	55,686
China	1,200	113,437	21,894	1,572	131,712	25,420
Canada	59	2,995	578	277	7,809	1,507
United States of America	3,969	237,300	45,800	3,398	217,243	41,927
Central America	944	104,839	20,233	644	64,300	12,410
Chile and Peru	468	33,871	6,537	965	72,957	14,080
Brazil	1,651	159,981	30,877	1,200	87,426	16,873
La Plata	2,730	220,115	42,482	3,588	341,410	65,892
Colombia	106	15,070	2,908	26	4,250	820
Australia	154	8,025	1,549	250	15,235	2,940
Netherlandish India	81	4,025	779	95	4,735	913
East Africa	64	3,106	600	97	8,448	1,630
Other countries	589	31,004	5,984	351	18,670	3,603
Total	325,796	16,802,097	3,242,805	347,767	17,644,668	3,405,420

It will be seen from the above that Great Britain is still Switzerland's second best customer for gold watches, and that in spite of her war in the Transvaal, she bought more watches for the first six months of 1900 than for the same period of 1899.

Japan increased her purchases many-fold, not only for gold watches, but for the silver and gun-metal variety, as will be seen by the table below.

TABLE B.—*Silver, nickel, and gun-metal case watches exported from Switzerland to all countries during the first six months of 1899 and 1900.*

SILVER WATCHES.

To what countries exported.	1899.			1900.		
	Number of watches.	Value.		Number of watches.	Value.	
		Francs.	Dollars.		Francs.	Dollars.
Germany	415,064	4,774,750	921,527	407,114	4,886,990	943,189
Austria	142,034	1,733,920	334,646	150,317	1,816,907	350,663
France	16,082	291,817	56,921	19,151	333,349	64,336
Italy	117,009	1,219,513	235,366	111,193	1,182,250	228,174
Belgium	44,190	474,250	91,530	53,934	568,057	109,635
Netherlands	40,955	355,602	68,629	36,381	318,460	61,463
Great Britain	304,509	3,685,192	711,242	345,233	4,023,468	776,519
Russia	74,486	1,486,716	286,936	45,513	900,582	173,813
Sweden and Norway	58,777	755,090	145,733	49,332	655,904	126,490
Denmark	14,076	167,876	32,400	11,465	142,896	27,579
Portugal	10,581	134,995	26,054	9,358	116,680	22,619
Spain	9,394	132,536	25,579	9,405	137,857	26,606
Greece	1,182	17,037	3,289	590	9,878	1,906
Danubian countries	5,413	73,052	14,099	1,113	18,529	3,576
Turkey in Europe	30,376	368,983	71,214	18,967	243,143	46,927
Egypt	4,288	67,117	12,954	4,821	79,617	15,366
Algeria and Tunis	339	5,778	1,114	783	12,233	2,360
West Africa	185	4,109	793	1,502	20,268	3,911
East Africa	165	2,902	560	229	4,729	912
Turkey in Asia	4,887	63,964	12,345	4,492	53,323	10,291
British India	19,991	260,139	50,207	24,250	336,333	64,913
Netherlandish India	1,180	13,018	2,513	1,461	18,234	3,519
Japan	7,205	123,494	23,834	60,014	945,024	182,390
China	27,159	395,084	76,242	38,966	521,271	100,605
Canada	1,560	17,519	3,381	4,029	32,957	6,361
United States	28,376	263,854	50,924	43,330	392,932	75,836
Central America	3,962	85,981	16,594	3,204	79,528	15,349
Chile, Peru	633	9,914	1,913	3,390	88,553	17,091
Brazil	3,705	58,793	11,347	2,210	40,288	7,776
La Plata	7,882	111,584	21,536	14,373	245,761	47,432
Colombia	255	6,030	1,164	100	1,648	318
Australia	1,199	18,129	3,499	1,420	22,157	4,276
Other countries	1,705	20,547	3,966	1,901	25,350	4,894
Total	1,398,754	17,199,280	3,319,451	1,474,541	18,285,165	3,527,094

NICKEL AND GUN-METAL CASE WATCHES.

Germany	186,518	1,506,490	290,752	104,263	1,540,623	297,340
Austria	65,687	571,388	110,278	68,442	605,657	116,892
France	54,224	592,815	114,414	75,831	694,604	134,059
Italy	57,237	543,662	104,927	60,665	680,537	131,343
Belgium	31,323	273,360	52,758	37,159	304,838	58,834
Netherlands	10,812	76,005	14,669	11,465	77,456	14,950
Great Britain	345,236	2,467,458	476,220	389,266	2,693,734	519,891
Russia	26,490	387,160	74,722	20,481	376,684	63,060
Sweden and Norway	8,368	84,778	16,362	8,551	79,506	15,345
Denmark	1,934	18,176	3,508	2,280	19,434	3,751
Portugal	6,658	75,412	14,554	6,857	79,179	15,282
Spain	105,322	961,913	185,649	106,728	945,097	182,404
Greece	2,390	19,649	3,792	1,952	18,256	3,523
Danubian countries	10,483	103,627	20,000	3,258	34,761	6,718
Turkey in Europe	8,836	87,214	16,838	7,009	57,649	11,126
Egypt	8,192	80,560	15,548	16,720	105,016	20,268
Algeria and Tunis	3,077	33,990	6,560	3,042	31,644	6,107
West Africa	1,933	9,373	1,809	3,668	33,208	6,409
East Africa	1,940	19,362	3,737	1,672	20,080	3,875
Turkey in Asia	4,658	36,859	7,114	1,972	19,079	3,682
British India	33,811	279,015	53,850	47,884	428,838	82,766
Netherlandish India	859	7,497	1,447	2,699	24,741	4,775
Japan	2,928	28,804	5,559	19,482	196,736	38,070
China	15,393	157,644	30,425	23,607	276,518	53,368
Canada	1,364	8,902	1,718	1,232	9,146	1,765
United States	12,551	118,472	22,865	19,158	153,689	29,662
Central America	5,991	67,608	13,048	7,681	94,192	18,180
Chile, Peru	2,935	24,387	4,707	6,150	57,320	11,062
Brazil	9,319	82,642	15,950	7,915	67,682	13,062
La Plata	24,559	213,067	41,122	24,307	236,543	45,658
Colombia	2,159	22,662	4,374	515	3,769	728
Australia	4,154	34,222	6,605	5,971	60,254	11,729
Other countries	5,306	45,217	8,726	3,007	25,470	4,916
Total	1,062,747	9,039,390	1,744,602	1,183,884	10,102,082	1,950,585

WATCH MOVEMENTS.

The exportation of watch movements from Switzerland during the first six months of 1900 as compared with the same period of 1899 shows a falling off of 40,590 movements. This was due to the almost complete elimination of Russia as an importer of Swiss movements. During the first six months of 1899, Switzerland exported to Russia 114,682 movements. During the same period of 1900, this business was reduced to 9,974 movements, a most remarkable falling away of what promised three years ago to be one of the profitable features of Swiss commerce. But while losing business in Russia, Switzerland made notable gains in Japan, having exported to the latter country 89,507 movements for the first six months of 1900 as against 4,305 for the same period of 1899. There was also a big gain in the exportation of watch movements from Switzerland to the United States. During the first six months of 1899, this class of exports amounted to 54,779 movements, whereas for the first six months of the present year it reached 100,765 movements.

WATCH CASES.

In 1898, Switzerland began to import nickel, silver, and gold-filled watch cases from the United States, and it was thought this business might reach important proportions; but all at once, in 1899, it fell away to comparatively small figures. During the first six months of this year, 48,476 nickel cases were imported from the United States as against 42,934 for the same period of last year. About the same number of nickel cases was imported from France. All others that Switzerland used she manufactured herself.

MUSICAL BOXES.

Geneva has always been the center of the European trade in fine musical boxes, and up to 1890, exports of this character to the United States were extensive. From 1890 to 1898, however, this business rapidly and steadily decreased; but in the general prosperity of 1899 it began to improve a little, and the figures for the present year show a continuation of the increase, which, although not considerable, is more or less encouraging to the several large exporters at St. Croix and elsewhere, who have always hoped that their prosperous trade with the United States would one day be restored. Following are the comparative figures of the exports from this district to the United States for the first three quarters of 1899 and 1900:

Period.	1899.	1900.
First quarter	$5,849.10	$12,422.55
Second quarter	9,021.00	20,146.82
Third quarter	9,965.69	26,475.99
Total	24,835.79	59,045.36

MISCELLANEOUS.

Among the other leading articles of export from Geneva to the United States are leather (calfskin), milk food, and hardware. During the first six months of 1900, the exports of hardware to the United States from the Vevey agency of this consulate amounted to $40,310.62, as against $34,004.72 for the same period of 1899. The principal articles of hardware thus exported are files, made at Vallorbes, in the Canton of Vaud. There has been a further falling off in the export of milk food from this district, owing to the more extensive manufacture of "Nestle's Milk Food" in the United States, the company owning this product having established a plant in the State of New Jersey.

It is reported that the manufacturers of this product have found that they can produce it cheaper in the United States than in Switzerland, but whether or not this be true, it is certain that they can produce it there cheaper than here, with freight to the United States and duty added. Hence the plant in the United States for American business. There is no doubt that "Nestle Milk Food" is a great moneymaker for the owners, who live at Vevey, Canton of Vaud, in this district.

IMPORTS INTO THE GENEVA DISTRICT.

There are no separate cantonal statistics showing the nature, origin, or extent of the imports into the consular district of Geneva, and I can therefore give no reliable figures bearing on this point. It is evident, however, that the great bulk of the manufactured articles sold in French Switzerland comes from Germany. France formerly had the upper hand in this corner of the little Republic, but the enterprising Germans, with their clever traveling salesmen, are steadily taking the business away from her. As a matter of fact, it seems that everybody must give way before the Germans in Switzerland. They have even begun to imitate the famous American meat choppers and grinders, which have been so popular on the Continent, and are trying hard to get this business away from the United States.

As I have said above, there are no separate cantonal statistics in Switzerland, but, as far as can be judged, the importation of foreign goods this year has been about as usual. Canned meats are imported principally from the United States, and canned fish, such as sardines, etc., from France and Spain. Dried fruits come principally from Germany, France, Austria, the Danubian countries, and the United States. This business with the United States is growing rapidly. For the first six months of the present year, the United States sent to Switzerland 411,500 pounds, against 195,500 pounds for the same period of 1899. It may be said almost positively that the imports of dried fruits from the United States into Switzerland will this year exceed those from any other country.

There has not been as great a demand in Geneva for American fancy shoes as was expected last year. This is because the business has not been pushed. Good salesmen, speaking French and German, can undoubtedly extend the market for American shoes, not only in French Switzerland, but in France.

American bicycles are still popular in French Switzerland, but there has been no increase in the business this year over last year's figures. As a matter of fact, the demand for bicycles in general is diminishing rather than increasing.

The leading agents for American bicycles in French Switzerland are the Bruel Frères, of No. 10 Boulevard du Plainpalais, and Van Leisen, of No. 8 rue de la Snyagogue, Geneva. The Bruel Frères tell me that they would like to have the agency for some first-class American automobile, electric preferred. They are enterprising men.

PATENT MEDICINES.

Patent medicines are also imported into French Switzerland from the United States in considerable quantities. The most important direct importer of these goods is H. Finck, of No. 26 rue du Mont Blanc. Mr. Finck has built up a large trade in American patent medicines and other chemical products. L. Piotrowski, of No. 15 rue Levrier, and Goegg & Co., of No. 18 rue de la Corraterie, also handle American druggists' goods, but get them chiefly from jobbers in London. One American product having a particularly large sale in French Switzerland is Scott's emulsion of cod-liver oil.

AUTOMOBILES.

As I have stated in a special report on the subject of automobiles,[1] there is a considerable demand in French Switzerland for the lighter and cheaper machines, and in this branch of trade France is ahead of all competitors.

Dealers and amateurs are none the less looking toward the United States with the belief that our mechanical genius will sooner or later develop something better and more practical than has yet been invented, and they are particularly anxious that this should be an electric-motor machine that will be able to do from 150 to 200 miles without the necessity of being recharged.

The automobile enjoying the best sale in French Switzerland at present is the de Dion & Bouton "voiturette," a sort of short-bodied phaeton with low wheels and seats for three, one of the passengers sitting vis-a-vis the "chauffeur." This is a 4-horsepower machine, with a speed of from 1 to 25 miles an hour, and consumes on an average 7 liters[2] of gasoline for each 100 kilometers (62.137 miles) of travel. The price is from $700 to $800. These machines have recently been turned out very rapidly to supply the demand for them, and the local agents have not escaped complaints that the machines thus constructed are not always up to the mark. Everybody seems to feel that the automobile is not nearly perfected yet, and, as I have said, much is expected in that direction from the United States. Our bicycles have been so successful that the Europeans are beginning to have great confidence in us as inventors and constructors of anything that goes on wheels, and a really first-class American automobile would find an easy market in French Switzerland, provided it were light and cheap. By cheap I mean costing from $700 up.

THE TOURIST MOVEMENT.

The prosperity of French Switzerland depends largely upon the tourists. Hotel keeping is one of the great industries of the country, and when the thousands of hotels and boarding houses are full, the butchers, bakers, and all other tradesmen are correspondingly prosperous, as well as the army of hotel employees. The fine shops of Geneva also depend upon the tourists for their profits; so does the enterprising company that operates twenty big and little excursion steamers on the Lake of Geneva.

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[1] See Special Consular Reports, Vehicle Industry in Europe.

[2] 1 liter=1.05 quarts.

This year, a particularly good season was expected because of the Paris Exposition. It was thought that the exposition would bring great numbers of English and American visitors to Paris, and in turn to Switzerland. In this anticipation, however, the hotel keepers and merchants have been more or less disappointed. There have been many tourists, but they were not quite of the class expected. As for the English, it appears that they went less to France than usual this summer, and relatively few came to Geneva. There were many American tourists, but they were, as a rule, not of the sort that spend money very freely in Continental shops, and so after all, the season has been little, if any, above the average. Some of the hotel and shop people declare, indeed, that it has not been even a good average season, because, employing their own language, "les richards Americains" have not come. I am informed, however, that there were some large sales of pearl necklaces as well as of other precious stones to American tourists, and the watchmakers admit that there has been an unusually good demand for fine gold watches, particularly for repeaters and split seconds. The sale of fur garments to American visitors was also undoubtedly large. At this consulate, seal-skin garments bought at the fine shops in the rue du Rhone and elsewhere, and admissible under the statute when properly certified, were declared by their purchasers to the extent of $5,490.84 for the first nine months of 1900, and were examined, identified, and stamped as provided by law, and taken to the United States in the possession of the purchasers.

This would in itself indicate the presence of a good buying clientele at the fur stores, as the garments principally sold were not of seal, but of sable, ermine, and other furs. These, unlike seal-skin garments, may be admitted into the United States without the authority of a consular certificate and are not registered or declared at the consulate. Hence, it is not possible to know to what extent they are sold to American tourists, who are the best buyers, but everything indicates that the season has been a good one at the fur stores.

NOTES.

In concluding this report, I again feel it worth while to call attention to the possible market for American coal, as set forth in my special report on this subject forwarded to the Department of State on the 6th of last April and printed in Special Consular Reports, Foreign Markets for American Coal, just issued by the Bureau of Foreign Commerce at Washington. The situation has not changed since I made that report.

It may be said, in a word, that French Switzerland is prosperous, and that the merchants generally feel that there are good times still ahead of them.

BENJ. H. RIDGELY, *Consul.*

GENEVA, *October 5, 1900.*

STATISTICS OF SWISS TRADE.

I inclose four exhibits, showing the commerce of Switzerland for the year ended December 31, 1899.

R. M. BARTLEMAN, *Consul.*

GENEVA, *September 21, 1900.*

The commerce of Switzerland with the United States, year ended December 31, 1899.

Articles.	Imports (direct and indirect).			Exports (direct).		
	Quantity.	Values.	Increase (+) or decrease (−).	Quantity.	Values.	Increase (+) or decrease (−).
Chemical products, quintals	28,038	$239,119,47	−$12,201.46	15,480	$934,379.58	+$163,840.02
Wood, and manufactures thereof, quintals	112,335	409,927.56	+95,986.62	154	16,155.45	+7,146.79
Leather and shoes, quintals	10,183	631,164.64	−21,605.38	70	13,623.29	−17,889.56
Sciences and arts, quintals	389	85,796.80	+41,823.49	458	47,359.88	+9,893.37
Clocks and watches:						
Quintals	2	84,159.77	−149,856.39	649	792,587.12	+144,119.27
Pieces	84,642			293,396		
Machines and vehicles, quintals	21,782	512,502.82	+36,883.65	828	35,284.45	−32,493.29
Metals, and manufactures thereof, quintals	71,136	661,808.96	+153,251.07	324	59,024.22	+12,930.42
Mineral products, quintals	514,893	1,706,010.37	+338,738.16	5,520	121,467.83	+62,363.70
Comestibles, drinks, and tobacco:						
Quintals	963,383	5,037,562.48	−2,376,503.76	30,230	929,469.47	+36,491.86
Hectoliters	517			138		
Cotton, and manufactures thereof, quintals	123,066	2,183,847.49	−299,890.98	26,269	9,066,988.11	+2,687.406
Silks, and manufactures thereof.....quintals	57	3,089.93	−2,562.08	7,493	4,846,334.60	+340,027.98
Straw, and manufactures thereof, quintals	....	....	−2,007.20	649	243,920.54	−21,080.04
Dress and millinery goods.......quintals	1	73.34	−23.35	899	335,100.11	+18,938.99
Embroideries, laces, rubber goods, etc., quintals	83	25,291.69	+923.50	37	35,416.85	−10,871.89
Animal products, quintals	3,280	43,530.19	+27.02	7,633	202,826.40	+62,029.42
Other goods:						
Quintals	25,259	310,591.23	+29,420.16	699	15,949.33	+2,469.63
Pieces	195			1		

Gold and silver coin not included.

Total value of Swiss imports for the year ended December 31, 1899.

		Quantity.	Value, United States gold.	Germany.	Austria.	France.
Primary articles	quintals pieces	34,321,555 28,112	$88,481,429	$21,815,562	$1,444,798	$18,777,742
Manufactured articles	quintals pieces	4,329,036 153,928	72,459,148	39,212,196	4,013,821	12,648,834
Alimentary articles	quintals pieces hectoliters	9,329,762 237,039 1,380,687	63,440,258	5,615,142	9,324,602	9,917,305
Total	quintals pieces hectoliters	47,980,353 419,079 1,880,687	224,380,835	66,642,900	14,783,221	41,343,381

		Italy.	Belgium.	Great Britain.	United States.	Other countries.
Primary articles	quintals pieces	$23,407,040	$2,238,607	2,681,156	5,205,210	12,911,314
Manufactured articles	quintals pieces	1,994,848	3,010,221	7,986,147	2,482,366	1,110,715
Alimentary articles	quintals pieces hectoliters	11,528,083	293,553	224,073	4,246,193	22,291,307
Total	quintals pieces hectoliters	36,929,971	5,542,381	10,891,376	11,933,769	36,313,336

Total value of Swiss exports for the year ended December 31, 1899.

	Quantity.	Germany.	Austria.	France.	Italy.
Primary articles:					
Quintals	2,789,086	$10,717,290	$1,174,212	$3,046,119	$1,874,945
Pieces	23,189				
Manufactured articles:					
Quintals	1,168,518	24,571,409	6,980,810	11,126,064	4,790,260
Pieces	7,160,122				
Alimentary articles:					
Quintals	812,540	3,036,662	625,899	4,411,208	1,437,271
Pieces	7,075				
Hectoliters	16,753				
Total:					
Quintals	4,770,144	38,325,361	8,780,921	18,583,391	8,102,562
Pieces	7,190,386				
Hectoliters	16,753				

	Quantity.	Belgium.	Great Britain.	United States.	Other countries.	Total values.
Primary articles:						
Quintals	2,789,086	$121,011	$168,682	$217,318	$529,592	$17,849,219
Pieces	23,189					
Manufactured articles:						
Quintals	1,168,518	2,081,698	28,472,904	16,554,575	24,359,302	118,937,022
Pieces	7,160,122					
Alimentary articles:						
Quintals	812,540	396,615	3,384,834	923,119	2,628,353	16,844,461
Pieces	7,075					
Hectoliters	16,753					
Total:						
Quintals	4,770,144	2,599,324	32,026,420	17,695,012	27,517,747	153,630,702
Pieces	7,190,386					
Hectoliters	16,753					

Merchandise returned, year ended December 30, 1899.

	Swiss.		Foreign.	
	Total.	Increase (+) or decrease (−).	Total.	Difference.
Total value	$1,352,371	−$93,536	$1,000,785	$47,562
Germany	400,670	+ 47,439	664,663	25,175
Austria	121,521	+ 21,230	29,231	2,007
France	166,972	− 11,066	162,884	9,900
Italy	108,397	+ 52,808	....	....
Belgium	37,772	− 11,690	24,795	2,103
Great Britain	381,951	−182,175	....	....
United States	24,618	+ 12,555	....	....
Other countries	110,466	− 17,816	119,210	26,497

ST. GALL.

Referring to instructions contained in Department's circular of July 25, 1900, I present a statement of trade for the six months ended June 30, 1900. The figures given cover the whole of Switzerland, as there are no statistics existing for the special consular districts.

Trade of Switzerland, first six months 1900.

Article.	Imports.	Exports.
Fertilizers	$1,153,904	$346,715
Drugs	469,395	559,230
Chemicals	2,557,585	697,370
Dyestuff	774,566	1,600,055
Glass and glassware	536,101	36,380
Wood and manufactures of	2,698,100	550,125
Agricultural implements	691,340	44,787
Leather and manufactures of	2,300,585	1,065,515
Works of art and scientific instruments	1,844,127	798,035
Timepieces	94,948	9,566,560
Watch and clock works	236,485	699,507
Machines and locomotives	3,873,560	4,323,898
Aluminium and manufactures of	10,605	146,970
Lead and manufactures of	243,626	28,450
Iron and manufactures of	7,642,945	722,070
Copper and manufactures of	1,938,735	221,580
Nickel and manufactures of	100,700	8,205
Zinc and manufactures of	214,476	21,570
Tin and manufactures of	350,930	23,900
Precious metals, not minted	4,797,060	1,429,935
Other metals	11,220	1,560
Mineral stuff	8,053,213	433,055
Food stuff	22,696,082	8,751,857
Beer, wines, and spirits	3,960,989	104,640
Oil and fats	1,059,121	40,190
Paper and manufactures of	790,545	807,687
Cotton and manufactures of	7,508,905	2,507,434
Linen and manufactures of	1,175,673	151,255
Silk and manufactures of	14,602,855	23,065,379
Wool and manufactures of	5,664,795	1,872,273
Rubber and manufactures of	295,487	162,605
Straw and manufactures of	190,000	1,317,227
Clothing	2,490,485	1,091,280
Animals	3,787,432	523,153
Hides, hair, etc	955,679	1,161,336
Pottery	550,159	66,557
Miscellaneous	915,771	141,790
Total first six months 1900	107,247,084	78,486,134
Total first six months 1899	106,952,255	73,024,365

JOSEPH SIMON,
Vice and Deputy Consul-General.

ST. GALL, *October 8, 1900.*

ZURICH.

There is nothing new to report in regard to business transactions during the year 1899 in this consular district, as the exports and imports in all lines of goods varied but little from the previous year.

In 1899, wood, scientific instruments, machinery, metals, minerals, and miscellaneous articles exceeded the importations in 1898 by $696,103, while the decrease in 1899 in chemicals, shoes, leather, watches and clocks, food stuffs, cotton, silks, and straw goods amounts to $725,858—a total falling off in imports of $29,755 as compared with 1898. From this it might be inferred that the United States has been selling less goods to Switzerland than heretofore, which is hardly true, as many American goods are shipped to England, Germany, and France, and reshipped from those countries to Switzerland. In this way, no doubt, Germany receives credit of having sold more goods to Switzerland than America.

Switzerland sold to America in 1899, $3,465,326 worth of goods more than in 1898. Not only is America a good customer for the goods produced in Switzerland, but our citizens when they come abroad in summer, spend millions in touring through this country.

In former reports, attention has been called to the necessity of studying the habits and customs of the people before making a successful effort to sell goods. Gradually, our people are waking up to this necessity, and occasionally, a representative of some first-class house makes a trip for personal observation. All those that pursue this course gain a foothold. The McCormick Harvesting Machine Company of Chicago, for instance, has a representative in this city now who is looking the ground over with a view of opening a branch house, so that the manufactures of this firm can be furnished at once to any part of Switzerland.

The city of Zurich, which owns nearly all the street railway lines, has four machines of American manufacture in its repair shops. They give perfect satisfaction. Gradually the way is paved—every machine sold helps to sell another—and the Swiss people are beginning to realize why we pay our laborers higher wages and yet can afford to sell our goods cheaper. The secret lies in our improved labor-saving machinery.

Coal has so far not been imported from America into this consular district, but some of the silk manufacturers are looking into the matter, with a view of making an experiment. The difficulty, however, lies in the freight rates, as the coal has to be shipped a long distance by rail, either from the northern or southern seaports.

This part of Switzerland has this year been blessed with a rich harvest, especially in the fruit line, including grapes, apples, pears, plums, etc., and native wines will be very cheap.

Negotiations are on foot looking to the opening of a sample room for the display of American goods in this city in the near future.

A. LIEBERKNECHT, *Consul.*

ZURICH, *October 29, 1900.*

UNITED KINGDOM.

REPORT FROM CONSULATE-GENERAL AT LONDON.

The value of the total imports into and exports from the United Kingdom in 1899 amounted to $4,072,851,205, an average of $5.27 per head of the population, as against a total of $3,822,793,450, or an average of $4.74 per head in 1898. The total imports amounted to $2,425,177,915 in 1899, compared with $2,352,723,510 in 1898, an increase of $72,454,405; while the exports totaled $1,647,673,290, as against $1,470,069,940 in 1898, an increase of $177,603,350. Of the exports, those of British and Irish produce increased by $155,664,855, and amounted to $1,322,461,055. The exports of foreign and colonial merchandise increased by $21,938,495 and totaled $325,212,235.

Of the total imports into the United Kingdom, the principal articles showing marked increases were:

	Increase.
Fresh beef	$7,000,000
Butter	6,500,000
Leather (nearly)	4,000,000
Linen yarn (nearly)	2,000,000
Ore of copper (over)	2,000,000
Regulus and precipitate, copper (over)	2,500,000
Unwrought, part wrought, and old copper (over)	4,000,000
Iron ore (over)	6,500,000

	Increase.
Steel, unwrought (nearly)[1]	$1,000,000
Machinery, all kinds	5,000,000
Tin, in blocks, ingots, bars, or slabs (nearly)	10,000,000
Fresh mutton	2,500,000
Petroleum	4,000,000
Rice	2,500,000
Sugar (nearly)	5,000,000
Unmanufactured tobacco (over)	5,000,000
Sawed or split fir wood	5,000,000

On the other hand, the most noticeable decreases were in—

	Decrease.
Oxen, bulls, cows, and calves	$4,000,000
Corn	25,000,000
Cotton, raw	32,500,000
Wine (nearly)	5,000,000

Among the exports of British and Irish produce, the chief increases were in exports of—

	Increase.
Coals (nearly)	$25,000,000
Bleached cotton, piece goods (nearly)	3,500,000
Printed cotton, piece goods (nearly)	4,000,000
In cotton manufactures of all kinds (nearly)	17,500,000
Herring	1,500,000
Linen manufactures	3,000,000
Iron and steel	27,500,000
Copper, ingots, etc. (nearly)	5,000,000
Woolen and worsted manufactures (over)	5,000,000

And the principal decrease in cotton yarn and twist, $5,000,000.

It may be remarked that the total exports of British and foreign produce in 1899 attained a greater amount than in any of the preceding years, the nearest approach being in 1890, when the amount was slightly less than $5,000,000 under the total in 1899.

In exports of foreign and colonial merchandise in 1899, the main articles showing increases were—

	Increase.
Raw cotton	$5,500,000
Hemp	2,000,000
Copper	5,500,000
Tin	5,000,000
Goatskins	2,500,000

The chief decrease was in hides, $3,000,000.

Aggregate quantity and value of imports into Great Britain in 1899.

Articles.		Quantities.	Values.
Animals:			
Horses	number	43,899	$5,715,450
Oxen, bulls, cows, and calves	do	508,504	42,860,570
Sheep and lambs	do	607,755	4,714,455
Bacon and ham	cwt	7,783,209	72,470,510
Beef:			
Fresh	do	3,802,893	36,726,320
Salted	do	178,183	1,154,715
Bones, except whalebone	tons	72,906	1,687,195
Books, maps, and charts	cwt	43,448	1,170,850
Brimstone	do	431,218	508,075
Bristles	pounds	4,578,248	3,040,100

[1] The value of unwrought steel imported into the United Kingdom in 1899 was greater than in any of the preceding fifteen years.

Aggregate quantity and value of imports into Great Britain in 1899—Continued.

Articles.	Quantities.	Values.
Butter ... cwt.	3,389,851	$86,067,580
Margarin ... do.	953,175	12,747,380
Buttons and studs, not metal ... gross.	3,145,602	1,391,510
Candles, of all sorts ... cwt.	11,636	109,110
Caoutchouc ... do.	449,651	29,619,485
Manufactures of ... pounds.	5,065,320	3,458,055
Cheese ... cwt.	2,384,069	27,515,020
Chemical manufactures and products	....	8,147,550
China, porcelain, and earthenware ... cwt.	361,048	4,604,100
Clocks ... number.	1,564,381	2,521,335
Cocoa, raw ... pounds.	43,473,241	6,592,075
Cocoa or chocolate, ground or manufactured ... do.	5,262,394	2,566,730
Coffee ... cwt.	974,991	16,479,240
Confectionery ... do.	352,840	2,682,140
Milk, condensed ... do.	824,599	7,275,165
Cordage twine and cable yarn	....	4,524,035
Cork:		
Unmanufactured ... tons.	24,897	945,090
Manufactured ... pounds.	12,294,141	3,542,705
Corn:		
Wheat ... cwt.	66,636,078	111,406,095
Barley ... do.	17,189,358	24,750,660
Oats ... do.	15,626,730	20,998,620
Maize ... do.	62,741,350	64,890,125
Other kinds ... do.	5,968,000	9,336,035
Flour:		
Wheat ... do.	22,945,708	53,504,900
Other kinds ... do.	3,231,443	5,552,025
Total corn ... do.	194,338,667	290,438,460
Cotton:		
Raw ... do.	14,520,062	138,361,995
Yarn ... pounds.	4,694,074	1,230,365
Cotton manufactures:		
Piece goods ... yards.	42,734,979	3,704,150
Hosiery	....	1,857,140
Unenumerated	....	1,793,055
Drugs:		
Bark, Peruvian ... cwt.	33,579	387,345
Opium ... pounds.	596,536	1,496,950
Unenumerated	....	5,392,685
Dyeing or tanning stuffs:		
Cochineal ... cwt.	3,823	102,985
Cutch and gambier ... tons.	21,526	1,735,125
Extracts	....	2,355,525
Dyes from coal tar	....	3,543,985
Indigo ... cwt.	58,977	4,930,450
Sumac ... tons.	13,957	728,645
Valonia ... do.	24,336	1,407,355
Unenumerated ... cwt.	1,131,703	2,675,080
Dyewoods ... tons.	45,074	1,342,230
Eggs ... thousands.	1,940,970	25,222,010
Electrical goods	....	8,067,965
Embroidery and needlework	....	4,571,460
Farinaceous substances	....	9,422,805
Feathers, ornamental ... pounds.	1,420,173	8,049,360
Fish:		
Fresh ... cwt.	1,262,076	4,206,825
Cured or salted ... do.	1,220,617	12,611,175
Flax and hemp:		
Flax, dressed or undressed ... do.	1,619,580	13,062,305
Tow or codilla of flax and hemp ... do.	490,060	2,190,860
Hemp and other like substances, except jute ... cwt.	1,794,520	13,031,310
Flowers, artificial	....	3,231,440
Fruits:		
Almonds ... cwt.	146,153	2,570,115
Apples, raw ... bushels.	3,861,172	5,930,175
Currants ... cwt.	1,170,934	5,179,525
Grapes, raw ... bushels.	1,157,647	2,942,335
Pears, raw ... do.	571,832	1,331,755
Plums, raw ... do.	558,273	1,470,260
Raisins ... cwt.	702,774	5,270,680
Nuts, used as fruit	....	2,993,265
Oranges and lemons ... bushels.	10,242,216	13,177,355
Raw, unenumerated ... do.	2,529,021	5,392,325
Unenumerated, dried or preserved ... cwt.	1,543,361	7,338,365
Glass:		
Bottles ... gross.	1,266,959	2,637,670
Of other kinds ... cwt.	2,567,010	13,406,380
Guano ... tons.	26,911	700,375

Aggregate quantity and value of imports into Great Britain in 1899—Continued.

Articles.	Quantities.	Values.
Gum of all sorts ... cwt..	453,227	$6,310,340
Gutta-percha ... do....	82,497	5,029,830
Hair, goats' hair or wool ... pounds..	29,073,847	8,977,490
Other		3,688,730
Manufactures of hair and goats' wool		570,420
Hardware and cutlery		5,568,265
Hay ... tons..	131,546	2,148,995
Hides, raw, dry, and wet ... cwt..	1,210,273	13,940,435
Hops ... do....	180,233	4,049,210
Ice ... tons..	505,142	1,585,950
Ivory: Teeth, elephants', sea-cow, and sea-horse ... cwt..	9,939	2,020,315
Jute ... tons..	286,839	18,287,595
Manufactures		7,531,460
Lead, and articles thereof		6,960,080
Lard ... cwt..	2,188,049	15,344,875
Leather ... pounds..	151,668,832	42,911,895
Manufactures—		
Boots and shoes ... dozen pairs..	224,751	3,252,805
Gloves ... pairs..	22,593,816	10,010,455
Unenumerated		2,548,750
Linen:		
Yarn ... pounds..	25,558,113	5,059,805
Manufactures		2,074,270
Locust beans ... cwt..	698,175	966,410
Matches		1,763,370
Meat:		
Unenumerated, salted or fresh ... cwt..	464,759	4,416,745
Preserved, other than salted ... do....	652,421	9,478,580
Metals:		
Copper—		
Ore of ... tons..	125,202	5,652,640
Regulus and precipitate ... do....	82,179	12,562,860
Unwrought, part wrought, and old ... do....	65,784	22,885,955
Manufactures of, not otherwise enumerated		3,408,800
Iron ore ... tons..	7,054,578	26,874,590
Iron and steel, unwrought—		
Iron, pig and puddled ... do....	171,373	3,104,255
Bar, angle, bolt, and rod ... do....	73,156	2,886,790
Steel, unwrought ... do....	77,290	2,170,100
Iron and steel, wrought or manufactured—		
Girders, beams, and pillars ... do....	95,476	3,159,160
Bicycles and parts		1,433,980
Machinery		17,026,305
Other kinds ... tons..	227,637	16,556,815
Lead, pig and sheet ... do....	198,377	14,419,185
Manganese, ore of ... do....	257,608	2,927,105
Quicksilver ... pounds..	3,877,184	2,077,150
Silver ore		5,162,950
Tin, in blocks, ingots, bars, or slabs ... cwt..	543,478	16,490,910
Zinc, crude, in cakes ... tons..	69,949	8,316,905
Manufactures ... cwt..	423,736	2,969,650
Musical instruments		6,403,790
Mutton, fresh ... cwt..	3,446,022	27,196,585
Nuts and kernels ... tons..	57,168	3,406,375
Oil:		
Fish ... tuns..	20,358	1,734,980
Palm ... cwt..	945,472	5,186,325
Cocoanut ... do....	458,297	2,728,210
Olive ... tuns..	15,939	2,766,430
Seed ... tons..	46,416	4,395,855
Turpentine ... cwt..	495,808	4,049,530
Chemical, essential, or perfumed ... pounds..	1,620,234	1,210,080
Oilseed cake:		
Linseed cake ... tons..	233,694	7,949,010
Other kinds ... do....	208,240	5,296,910
Onions, raw ... bushels..	7,018,299	4,228,760
Painters' colors and pigments		5,842,065
Paper and pasteboard:		
Unprinted ... cwt..	3,083,946	13,089,730
Printed or coated ... do....	109,832	1,730,575
Strawboard, millboard, and wood-pulp boards ... do....	2,111,621	3,795,225
Paper-making materials:		
Linen and cotton rags ... tons..	20,426	874,005
Esparto and other vegetable fiber ... do....	207,604	4,031,770
Pulp of wood ... do....	415,113	9,948,515
Other materials ... do....	16,783	539,355
Paraffin ... cwt..	1,077,003	5,055,335
Petroleum ... gallons..	240,147,367	22,874,945
Phosphate of lime and rock ... tons..	420,108	3,414,700
Pictures and drawings by hand, prints, engravings, and photographs		3,483,745
Plants, shrubs, trees, and flower roots		2,222,830
Pork ... cwt..	953,692	8,541,350
Potatoes ... do....	5,159,011	7,888,630

Aggregate quantity and value of imports into Great Britain in 1890—Continued.

Articles.		Quantities.	Values.
Poultry, game, and rabbits			$7,119,745
Pyrites of iron or copper	tons	701,174	5,823,335
Rice	cwt	5,749,316	12,523,030
Rosin	do	1,708,639	1,998,280
Saltpeter	do	248,717	1,022,425
Cubic niter	do	2,817,020	5,348,855
Seeds:			
Clover and grass	do	299,298	2,748,715
Cotton	tons	358,012	10,182,755
Flaxseed or linseed	quarters	1,798,887	11,919,810
Rape	do	207,648	1,535,265
Of all other sorts			3,604,530
Sewing machines			1,337,125
Shells of all kinds			2,547,700
Silk:			
Knubs or husks and waste	cwt	77,256	3,018,705
Raw	pounds	2,268,762	7,245,130
Thrown	do	377,914	1,432,130
Silk manufactures:			
Broad stuffs			43,179,100
Ribbons			15,409,740
Other manufactures			21,954,240
Total of silk manufactures			80,542,980
Skins and furs:			
Goat, undressed	number	18,165,381	8,078,150
Seal	do	559,472	1,445,950
Sheep and lamb, undressed	do	15,478,816	7,534,985
Furs of all sorts (except seal skins)	do	39,795,703	6,407,535
Manufactures of, including rugs			3,358,300
Spices:			
Pepper	pounds	23,903,914	3,074,190
Of all other sorts	do	22,577,568	2,314,410
Spirits:			
Rum	proof gallons	5,627,359	1,859,255
Brandy	do	2,465,122	5,701,385
Other foreign and colonial spirits	do	1,845,357	2,588,315
Total of spirits	do	91,946,838	10,148,955
Sponge	pounds	1,600,452	1,077,465
Stones, marble and slate, rough, hewn, or manufactured, except works of art:			
Slates	number	62,734,622	1,690,720
Other	tons	891,173	5,526,265
Straw	pounds	10,490,918	3,621,195
Sugar:			
Refined sugar and sugar candy—			
Lumps or loaves	cwt	2,629,247	8,860,660
Other sorts	do	15,179,974	47,688,690
Unrefined—			
Beet-root	do	9,399,372	23,361,555
Cane and other sorts	do	3,722,337	10,987,260
Molasses	do	1,609,559	1,946,155
Glucose	do	1,825,609	8,573,190
Tallow and stearin	do	2,061,137	11,900,165
Tea	pounds	288,922,251	53,100,035
Tobacco:			
Manufactured, cigars, and snuff	do	4,926,721	9,738,535
Unmanufactured	do	119,074,885	17,814,265
Toys			5,926,005
Vegetables, raw, unenumerated			8,722,790
Watches			7,651,145
Wine	gallons	17,387,744	28,152,030
Wood and timber:			
Hewn—			
Fir	loads	2,344,681	17,005,115
Oak	do	170,569	4,799,745
Teak	do	53,930	3,271,520
Unenumerated	do	95,697	1,520,495
Sawn or split—			
Fir	do	6,459,972	78,013,185
Unenumerated	do	179,576	3,034,570
Staves	do	126,216	3,296,560
Furniture woods and hard woods—			
Mahogany	tons	73,035	3,469,745
Unenumerated	do	239,472	6,746,880
House frames, fittings, joiners' and cabinet work			7,227,125
Woodware, turnery, etc			3,712,210

Aggregate quantity and value of imports into Great Britain in 1899—Continued.

Articles.	Quantities.	Values.
Wool:		
Sheep or lambs' ... pounds	663,351,817	$118,573,855
Other kinds and flocks ... do	7,784,432	2,128,760
Woolen rags ... tons	32,890	8,058,080
Woolen and worsted yarn:		
Berlin wool and yarn used for fancy purposes ... pounds	1,045,268	927,400
Yarn for weaving ... do	19,608,143	10,083,470
Woolen manufactures:		
Cloths ... yards	5,197,132	4,115,385
Stuffs ... do	71,288,230	24,744,350
Other kinds		20,448,580
Yeast, dried ... cwt	143,257	1,718,040
All other articles:		
Manufactured		52,463,230
Unmanufactured		27,634,690
Total		2,419,480,415
Parcel post (goods not liable to duty)		5,697,500
Total		2,425,177,915

Exports from the United Kingdom (produce and manufactures) in 1899.

Articles.	Quantity.	Value.
Alkali ... cwt	3,808,800	$5,154,355
Animals: Horses ... number	33,701	3,785,395
Apparel and slops		23,182,220
Arms and ammunition:		
Firearms (small) ... number	118,498	1,117,690
Gunpowder ... pounds	7,923,600	901,830
Ammunition, unenumerated		4,940,990
All other kinds		2,838,695
Bags and sacks, empty ... dozen	2,129,400	2,168,280
Beer and ale ... barrels	485,032	8,317,775
Biscuits and bread ... cwt	241,905	3,054,005
Bleaching materials ... do	1,800,100	1,605,785
Books, printed ... do	227,680	7,222,175
Butter ... do	9,936	265,975
Candles of all sorts ... pounds	27,733,300	2,060,905
Caoutchouc, manufactures of		6,944,025
Carriages and wagons, railway		1,907,300
Cement ... cwt	7,047,160	3,454,175
Cheese ... do	9,758	179,450
Chemical products and preparations, and dyestuffs:		
Dyestuffs		1,825,275
Sulphate of copper		4,276,125
Other chemical products		13,499,110
Clay, unmanufactured ... tons	409,265	2,256,560
Clocks and watches		392,555
Coals, etc.:		
Coals, cinders, and fuel ... tons	43,111,404	115,466,250
Products of coal (not dyes)		7,719,710
Cordage and twine ... cwt	219,077	2,444,945
Corn:		
Wheat ... do	64,907	121,340
Wheat flour ... do	563,131	1,211,565
Of other kinds		1,717,910
Cotton yarn and twist:		
Gray ... pounds	175,160,900	32,018,430
Bleached and dyed ... do	37,964,100	8,275,900
Cotton manufactures:		
Piece goods—		
Unbleached ... yards	2,163,770,000	81,638,230
Bleached ... do	1,355,562,200	62,514,190
Printed ... do	1,059,399,300	53,565,110
Dyed or manufactured of dyed yarn ... do	860,106,000	56,577,795
Of mixed materials ... do	106,700	12,590
Stockings and socks ... dozen pairs	596,100	877,990
Thread for sewing ... pounds	30,705,500	18,486,945
Lace and patent net		11,881,000
Unenumerated		11,891,360
Total of cotton manufactures		297,445,210
Cycles, and parts		3,310,540
Earthen and china ware		11,536,765
Electric-lighting apparatus		2,558,790

Exports from the United Kingdom (produce and manufactures) in 1899—Continued.

Articles.	Quantity.	Value.
Fish:		
Herrings....barrels..	1,404,324	$11,030,625
Other sorts		3,663,275
Furniture, cabinet, and upholstery wares		2,873,240
Glass:		
Plate, rough or silvered....square feet..	1,764,100	500,150
Flint....cwt..	88,401	1,080,000
Bottles and manufactures of glass....do....	794,650	1,889,275
Other sorts....do....	240,229	1,112,315
Grease, tallow, and animal fat....do....	795,854	4,254,460
Haberdashery and millinery		7,684,010
Hardwares		7,182,040
Cutlery		3,014,920
Hats of all sorts....dozen..	1,071,315	5,533,235
Hides, raw....cwt..	204,395	1,998,285
Implements and tools of industry		7,148,930
Instruments and apparatus: Surgical, anatomical, and scientific		2,055,075
Jute:		
Yarn....pounds..	45,251,200	2,297,260
Manufactures, piece goods....yards..	213,264,100	9,515,150
Leather:		
Unwrought....cwt..	157,437	7,415,570
Wrought boots and shoes....dozen pairs..	603,498	7,133,040
Of other sorts		2,148,185
Saddlery and harness		2,320,555
Linen yarn....pounds..	18,152,400	4,545,330
Linen manufactures:		
White or plain....yards..	157,050,000	16,398,745
Printed, checked, or dyed....do....	12,125,000	1,464,835
Sailcloth and sails....do....	5,104,000	1,111,700
Thread for sewing....pounds..	2,038,100	1,176,345
Of other sorts		5,212,335
Total linen manufactures		25,363,960
Machinery:		
Steam engines—		
Locomotives		7,336,945
Agricultural		3,807,645
Other descriptions		8,233,125
Other sorts—		
Agricultural		4,725,095
Textile		34,019,740
Other descriptions		33,738,370
Manures....tons..	440,138	12,135,230
Medicines		5,778,185
Metals:		
Iron—		
Old, for remanufacture....tons..	115,726	1,941,610
Pig and puddled....do....	1,880,342	23,926,220
Bar, angle, bolt, and rod....do....	159,659	6,145,440
Railroad—		
Rails of iron and steel....do....	471,774	11,556,000
Other sorts....do....	118,898	4,081,370
Wire of iron and steel (except telegraph wire)....do....	48,498	4,431,735
Sheets, galvanized....do....	238,013	15,603,540
Sheets, not galvanized, boiler and armor plates....do....	56,340	2,636,205
Hoops and hoop iron....do....	53,584	2,026,430
Tinned plates....do....	256,373	15,843,070
Black plates, for tinning....do....	85,729	4,148,575
Cast, wrought, and all other manufactures—		
Tubes and pipes, wrought....do....	63,124	5,612,730
Other sorts....do....	295,649	20,598,020
Steel—		
Ingots, bloom, and bars....do....	169,720	10,054,960
Sheets....do....	159,589	6,764,170
Manufactures of steel, or of steel and iron....do....	441,167	5,135,170
Total iron and steel....do....	3,717,180	140,505,245
Copper, unwrought—		
Ingots, cakes or slabs, and precipitate....cwt..	638,413	11,990,750
Wrought, or partly wrought—		
Mixed or yellow metal....do....	138,273	2,184,415
Of other sorts....do....	220,961	4,559,235
Brass, of all sorts....do....	113,920	2,813,915
Lead, pig, sheet, and pipe, and other manufactures....tons..	40,289	8,179,985
Tin, unwrought....cwt..	93,908	2,934,250
Zinc, wrought and unwrought....do....	132,704	768,740
Milk, condensed....do....	185,749	1,769,095
Musical instruments		973,570
Oil and floor cloth....square yards..	26,867,500	5,821,335

Exports from the United Kingdom (produce and manufactures) in 1899—Continued.

Articles.	Quantity.	Value.
Oil, other than essential or medicinal:		
Seed ... tons	38,174	$3,793,285
Other sorts, unenumerated		2,037,555
Painters' colors and materials		9,169,685
Paper and pasteboard:		
Writing or printing, and envelopes ... cwt	580,937	4,417,430
Unenumerated	263,081	1,720,390
Pickles, vinegar, sauces, condiments, preserved fruits, and confectionery		7,143,180
Pictures ... number	8,774	1,412,120
Plate and plated ware		2,104,345
Potatoes ... cwt	323,100	303,285
Provisions, not otherwise described		5,480,295
Rags, and other materials for paper ... tons	64,993	1,708,145
Salt ... do	628,445	2,235,810
Seeds of all sorts ... cwt	241,483	1,189,380
Sewing machines		6,404,660
Ships and boats (new) with their machinery ... gross tonnage	341,710	4,583,195
Silk, thrown, twist, and yarn ... pounds	1,441,200	2,356,585
Silk manufactures:		
Broad stuffs—		
Of silk or satin ... yards	4,528,600	2,528,600
Of silk and other materials ... do	5,208,300	1,819,170
Other kinds—		
Of silk		3,007,420
Of silk and other materials		190,505
Total silk manufactures		7,545,695
Skins and furs:		
British		8,903,585
Foreign, British dressed ... number	3,860,700	2,114,910
Soap ... cwt	932,790	4,707,875
Spirits ... gallons	5,147,845	10,475,295
Stationery, other than paper		5,081,675
Stones and slates:		
Slate, by tale ... number	30,877,900	934,605
Grindstones, millstones, and other sorts ... tons	30,244	612,690
Sugar, refined ... cwt	647,559	1,980,300
Telegraphic wire and apparatus		7,033,670
Tobacco and snuff manufactured in United Kingdom ... pounds	4,751,600	2,358,965
Umbrellas and parasols		2,390,670
Wood and timber (manufactured), staves and empty casks, and unenumerated		2,385,245
Wool:		
Sheep and lambs' ... pounds	22,627,800	3,642,720
Flocks and rag wool ... do	13,700,300	1,721,580
Noils ... pounds	13,000,800	3,845,630
Waste ... do	2,554,600	389,770
Combed or carded, and tops ... do	29,907,100	8,406,780
Woolen and worsted yarn ... do	63,700,300	24,379,280
Woolen and worsted manufactures:		
Woolen tissues—		
Heavy, broad—		
All wool ... yards	9,249,700	9,729,975
Mixed ... do	13,764,700	6,589,420
Heavy, narrow—		
All wool ... do	580,100	410,855
Mixed ... do	551,200	191,720
Light, broad—		
All wool ... do	5,722,500	3,562,765
Mixed ... do	10,909,400	3,828,110
Light, narrow—		
All wool ... do	3,078,200	1,021,500
Mixed ... do	5,098,300	1,044,110
Worsted coatings—		
Broad—		
All wool ... do	11,105,400	1,087,355
Mixed ... do	4,700,500	2,427,830
Narrow—		
All wool ... do	918,200	496,000
Mixed ... do	1,377,600	524,290
Flannels ... do	10,645,100	1,769,020
Blankets ... pairs	862,500	1,512,100
Worsted stuffs, etc.—		
All wool ... yards	12,593,900	2,896,655
Mixed ... do	71,829,400	14,034,375
Hosiery		4,546,790
Carpets and druggets ... yards	8,311,600	4,554,100
Of all other sorts		3,932,680
Total woolen and worsted manufactures		73,945,580

Exports from the United Kingdom (produce and manufactures) in 1899—Continued.

Articles.	Quantity.	Value.
Yarn, alpaca, and mohair, and other sorts, unenumerated...pounds..	16,995,000	$9,229,680
All other articles:		
Manufactured		26,629,185
Unmanufactured		6,512,850
Total		1,310,124,340
Parcels post		12,336,715
Total		1,322,461,055

Exports from the United Kingdom (foreign and colonial produce).

Articles.	Quantities.	Values.
Bacon and hams...cwt..	481,773	$4,104,305
Bristles...pounds..	1,797,655	1,109,745
Butter...cwt..	50,453	1,289,995
Caoutchouc...do...	306,110	21,358,305
Cheese...do...	56,390	819,955
Chemical manufactures and products		1,085,185
China or porcelain and earthenware...cwt..	80,683	711,475
Cocoa...pounds..	11,075,685	1,708,075
Coffee...cwt..	686,622	11,478,555
Cordage, twine, and cable yarn		631,820
Cork, manufactured...pounds..	1,981,741	548,835
Corn:		
Wheat...cwt..	725,407	1,225,410
Other kinds of corn and grain...do...	908,391	1,162,250
Wheat meal or flour...do...	466,188	1,088,965
Cotton:		
Raw...do...	2,535,114	23,806,425
Waste of (raw and yarn)...pounds..	51,587,338	2,218,910
Cotton manufactures:		
Piece goods...yards..	20,290,153	1,381,075
Other articles		1,058,045
Drugs:		
Bark, Peruvian...cwt..	31,431	350,180
Opium...pounds..	266,067	672,430
Unenumerated		2,892,185
Dyeing or tanning stuffs:		
Cochineal...cwt..	2,399	62,635
Cutch and gambier...tons..	4,206	432,495
Indigo...cwt..	39,768	3,193,568
Farinaceous substances and manufactures thereof, unenumerated		615,385
Feathers, ornamental...pounds..	592,299	3,175,370
Fish, cured or salted...cwt..	384,170	3,341,745
Flax and hemp:		
Flax, dressed and undressed...do...	47,040	403,355
Tow or codilla of flax and hemp...do...	23,900	111,160
Hemp and other like substances (except jute)...do...	827,540	5,931,805
Fruit:		
Almonds...do...	48,521	894,215
Currants...do...	31,774	141,300
Raisins...do...	25,978	220,545
Oranges and lemons...bushels..	629,161	793,610
Unenumerated, dried...cwt..	243,926	821,365
Preserved with sugar, other than dried...do...	69,235	394,535
Guano...tons..	1,823	65,285
Gum of all sorts...cwt..	233,066	3,560,200
Gutta-percha...do...	7,502	368,005
Hair:		
Cow, ox, bull, or elk...cwt..	18,056	227,485
Other kinds, including horse and goats hair or wool		1,229,830
Hides, raw, dry, and wet...cwt..	463,291	5,448,310
Horns and hoofs...tons..	1,956	318,095
Ivory:		
Teeth, elephants', sea cow, and sea horse...cwt..	4,831	1,009,205
Jute...tons..	99,279	6,438,090
Manufactures of, including piece goods, sacks and bags		6,171,015
Lace and articles thereof		2,490,365
Lard...cwt..	585,363	4,054,515
Leather...pounds..	25,592,112	9,414,680
Gloves...dozen pairs..	194,117	1,080,805
Matches		359,460
Meat: Preserved, salted or fresh, all kinds, except bacon and hams...cwt..	146,624	1,474,940
Metals:		
Copper, unwrought, part wrought, and old copper...tons..	24,121	9,159,830
Iron, bar, angle, bolt, and rod...do...	18,758	869,680

Exports from the United Kingdom (foreign and colonial produce)—Continued.

Articles.	Quantities.	Values.
Metals—Continued.		
Iron and steel manufactures:		
Cycles and parts thereof		$457,515
Machinery		2,819,460
Unenumerated ... tons	26,905	1,720,925
Lead, pig and sheet ... do	16,745	1,196,715
Quicksilver ... pounds	2,417,987	1,316,130
Silver, ore of		468,575
Tin in blocks, ingots, bars, or slabs ... cwt	337,111	9,957,410
Milk, condensed ... do	118,394	1,142,230
Nuts and kernels, used for obtaining oil ... tons	29,219	1,595,610
Oil:		
Cocoanut ... cwt	105,976	672,010
Olive ... tons	4,534	773,865
Palm ... cwt	602,999	3,288,980
Seed ... tons	3,938	296,805
Pictures and drawings by hand, prints, engravings, and photographs		514,500
Precious stones, unset		796,805
Rags and other materials used for making paper:		
Linen and cotton rags ... tons	6,431	241,365
Other materials ... do	10,864	361,330
Rice ... cwt	2,559,783	5,700,245
Saltpeter ... do	30,961	122,245
Cubic niter ... do	65,140	129,480
Seeds:		
Flax or linseed ... quarters	87,681	832,930
Rape ... do	29,051	240,200
Unenumerated, used for obtaining oil ... do	103,402	998,830
Shells of all kinds		2,270,120
Silk:		
Knubs or husks of silk and waste ... cwt	4,055	172,845
Raw ... pounds	132,064	406,345
Thrown ... pounds	18,205	59,090
Manufactures		4,441,000
Skins and furs:		
Goat, undressed ... number	18,055,323	7,710,955
Seal ... do	54,745	439,550
Sheep, undressed ... do	6,458,444	2,803,230
Furs of all sorts (except seal skins) ... do	27,681,161	7,436,090
Manufactures of, including rugs		1,099,150
Spices:		
Pepper ... pounds	19,993,756	2,340,505
Of other sorts ... cwt	136,984	1,478,145
Spirits:		
Rum ... proof gallons	940,355	764,450
Brandy ... do	54,631	188,440
Geneva and other foreign and colonial spirits ... gallons	275,747	452,785
Straw plaiting for making hats or bonnets ... pounds	5,438,899	1,808,510
Sugar:		
Refined and candy ... cwt	182,918	592,690
Unrefined ... do	221,252	681,895
Molasses ... do	98,412	160,220
Tallow and stearin ... do	982,936	5,878,435
Tea ... pounds	32,224,205	6,972,025
Tobacco:		
Unmanufactured ... do	5,185,667	708,975
Manufactured, cigars ... do	288,244	536,660
Other sorts, including snuff ... do	428,229	183,580
Wine ... gallons	953,655	2,296,505
Wool, sheep, lamb, alpaca, and llama ... pounds	292,937,192	51,094,970
Woolen manufactures:		
Stuffs		2,051,040
Other kinds		1,450,610
All other articles		28,214,260
Total		325,212,235

Value of total imports from, and of total exports to, the various foreign countries and British possessions in 1899.

Countries.	Imports.	Exports.
Russia:		
Northern ports	$66,595,920	$69,936,085
Southern ports	26,959,920	10,756,865
Sweden and Norway	76,770,660	49,523,480
Denmark	62,164,885	21,995,125
Danish West Indies	1,290	242,075

Value of total imports from, and of total exports to, the various foreign countries and British possessions in 1899—Continued.

Countries.	Imports.	Exports.
Germany	$150,615,290	$189,891,285
Possessions in West Africa	243,680	689,565
Holland	152,367,445	70,222,340
Java, and other possessions in Indian seas	1,433,220	12,059,700
Belgium	114,309,835	72,932,745
France	265,003,940	111,385,060
Algeria	3,685,115	1,824,935
Possessions in Senegambia	2,306,335	3,712,140
West India Islands	9,240	614,500
Portugal	15,861,920	13,199,140
Azores and Madeira	779,810	1,156,345
Spain	72,864,770	28,096,160
Canary Islands	4,195,520	3,519,690
Possessions in West Africa	10,565	92,460
Italy	18,185,480	38,629,920
Austrian Territories	6,544,725	13,410,185
Greece	7,304,275	6,170,965
Bulgaria	82,480	1,230,695
Roumania	10,421,845	6,087,055
Turkey	25,139,985	28,068,575
Egypt	54,571,770	26,121,970
Tripoli and Tunis	2,197,065	1,466,260
Morocco	1,753,570	3,877,740
Persia	740,135	1,840,825
Siam	90,275	982,055
China (exclusive of Hongkong and Macao)	15,397,260	35,683,530
Japan	8,462,040	41,259,955
Philippines and Ladrones	6,216,575	2,193,175
Islands in the Pacific not elsewhere stated	1,565,090	1,460,005
United States	600,405,940	174,877,360
Cuba and Porto Rico	128,105	10,666,035
Mexico	2,555,800	10,983,340
Central America	2,862,450	3,327,510
Haiti and Santo Domingo	322,720	1,121,395
Republic of Colombia	2,870,105	3,481,385
Venezuela	226,335	2,473,220
Ecuador	877,505	2,082,015
Brazil	19,799,270	28,164,690
Uruguay	1,293,235	6,741,760
Argentina	54,711,745	32,587,835
Chile	2,110,795	12,217,490
Peru	6,515,650	4,542,945
Western coast of Africa	694,635	3,465,915
Other countries	1,858,695	9,359,570
Total of foreign countries	1,891,031,440	1,176,425,290
BRITISH POSSESSIONS.		
Channel Islands	8,447,740	6,486,630
Gibraltar	274,485	3,773,945
Malta and Gozo	333,720	4,875,180
North American colonies	103,650,535	43,851,255
Bermudas	8,170	654,755
West India Islands and Guiana	9,644,940	14,004,055
British Honduras	1,306,260	351,770
Australasia	166,639,230	123,832,760
British India	138,702,515	159,839,055
Straits Settlements	29,339,235	13,299,495
Ceylon	25,388,790	7,323,800
Hongkong	4,415,630	14,311,725
Mauritius	1,075,745	1,861,000
Aden	838,125	1,140,135
Eastern coast of Africa:		
Territories under British influence	670,895	1,271,705
Natal	4,286,425	16,006,245
Cape of Good Hope	26,097,230	45,040,155
Niger protectorate	2,033,480	3,572,275
Lagos	5,668,230	2,733,690
Gold Coast	3,530,235	3,450,535
Sierra Leone and Gambia	907,785	2,344,730
Other possessions	887,075	1,223,105
Total of British possessions	534,146,475	471,248,000
Total of foreign countries and British possessions	2,425,177,915	1,647,673,290

TRADE WITH THE UNITED STATES IN 1899.

The total imports into Great Britain from the United States in 1899 amounted to $600,405,940, as compared with a total in 1898 of $630,310,775, a decrease, in round figures, of $30,000,000. This decrease is mainly due to the falling off in the exports of corn and raw cotton. The total imports from the United States into the United Kingdom in 1899, however, while showing the decrease named as compared with the previous year, still exceed the total in 1897 by some $35,000,000, while the total in 1897 exceeded that of 1896 by nearly the same figure—$35,000,000.

Among the articles imported in 1899 from the United States into the United Kingdom, the principal increases occurred in—

Fresh beef (over)	$5,000,000
Butter (over)	2,000,000
Cheese (nearly)	2,000,000
Machinery (nearly)	3,000,000
Oil-seed cake (nearly)	1,000,000
Pickles and vegetables, in salt or vinegar	[1]70,000
Tobacco:	
Unmanufactured (over)	5,000,000
Manufactured (over)	2,500,000
Sawn or split wood (nearly)	1,000,000
Sheep or lamb's wool	1,250,000

The most marked decreases were in—

Oxen and bulls	$3,500,000
Regulus and precipitate copper (nearly)	500,000
Unwrought and part wrought copper	2,500,000
Wheat	17,500,000
Oats	2,000,000
Cotton, raw	42,000,000
Cycles (over)	1,000,000
Sealskins (over)	250,000

Imports into the United Kingdom from the United States.

Articles.		Quantity.	Value.
Ammunition (except gunpowder)			$63,130
Animals, living:			
Oxen and bulls	number..	320,054	27,613,330
Cows and calves	do....	1,175	95,575
Sheep and lambs	do....	121,030	922,230
Horses:			
Stallions	do....	29	27,990
Mares	do....	12,376	1,924,055
Geldings	do....	12,764	2,005,005
Unenumerated			3,305
Arms, of all sorts			68,915
Bacon	cwt..	4,088,546	32,760,900
Beef:			
Salted	do....	175,056	1,134,210
Fresh	do....	2,756,458	28,557,625
Books	do....	17,376	397,675
Brass and bronze, manufactures of	do....	6,585	173,050
Butter	do....	159,137	3,520,305
Caoutchouc	do....	18,656	436,455
Manufactures of	pounds..	1,267,438	679,305
Cheese	cwt..	590,737	6,903,045
Imitation	do....	4,247	37,045
Chemical manufactures and products, unenumerated			516,625
China and earthenware	cwt..	5,945	53,255
Cider and perry	gallons..	373,585	65,865

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[1] The exports of pickles and vegetables in salt or vinegar from the United States to the United Kingdom have risen from totals of $30,000 in 1895, 1896, and 1897 to $95,880 in 1898 and $165,325 in 1899.

Imports into the United Kingdom from the United States—Continued.

Articles.	Quantity.	Value.
Clocks:		
Complete ... number	345,651	$521,380
Parts thereof	...	28,085
Cocoa ... pounds	196,273	26,205
Coffee, raw ... cwt	78,552	1,514,795
Confectionery ... do	45,252	307,725
Copper:		
Ore ... tons	550	104,680
Regulus and precipitate ... do	5,479	989,435
Old, fit only for remanufacture ... do	925	236,365
Unwrought and part wrought ... do	21,307	7,676,315
Manufactures of	...	1,131,775
Cordage, twine, and cable yarn	...	244,885
Corn:		
Wheat ... cwt	34,650,648	59,058,500
Barley ... do	1,946,070	2,861,605
Oats ... do	7,072,000	9,206,735
Rye ... do	468,400	670,510
Pease ... do	476,870	811,560
Maize, or Indian corn ... do	39,460,400	40,525,835
Buckwheat ... do	24,190	39,270
Wheat meal or flour ... do	18,405,796	42,819,420
Oatmeal ... do	691,670	2,281,920
Maize, or Indian corn meal ... do	1,796,643	2,265,455
Meal, unenumerated ... do	279,984	812,600
Cotton:		
Raw ... do	11,017,490	95,820,650
Waste	2,284,006	115,235
Manufactures, of all sorts	...	1,248,015
Drugs, unenumerated	...	1,159,940
Dyestuffs and substances used in tanning or dyeing:		
Bark ... cwt	9,694	13,820
Extracts	...	889,660
Indigo ... cwt	154	10,350
Unenumerated ... do	11,971	32,310
Dyewoods (other than logwood) ... tons	550	12,555
Eggs ... gt. hundred	144,724	271,895
Farinaceous substances, unenumerated	...	1,676,195
Feathers:		
For beds ... cwt	2,747	23,200
Ornamental ... pounds	43,811	51,250
Fish, of all sorts ... cwt	402,327	3,331,670
Fruit:		
Apples, raw ... bushels	1,248,403	1,928,525
Nuts (not almonds)	...	32,920
Oranges ... bushels	7,144	10,355
Pears, raw ... do	77,421	224,885
Plums ... do	8,862	29,095
Dried or preserved ... cwt	24,032	217,510
Prunes ... do	10,370	93,640
Unenumerated—		
Raw ... bushels	4,422	13,745
Dried ... do	22,974	242,745
Preserved, without sugar, other than dried ... pounds	22,911,717	1,480,815
Fruits and vegetables, preserved in sugar ... cwt	145,447	847,865
Glass manufactures, unenumerated ... do	11,410	101,195
Gum, of all sorts ... do	7,732	63,225
Hair:		
Cow, ox, bull, or elk ... do	6,814	29,030
Horse ... do	775	16,630
Unenumerated	...	320,450
Hams ... cwt	1,823,965	18,905,035
Hay ... tons	42,827	703,410
Hemp:		
Dressed and undressed ... do	1,440	226,720
Other similar vegetable substances ... do	439	62,190
Hides, raw ... cwt	9,970	100,785
Honey ... do	3,470	32,340
Hops ... do	125,465	2,936,780
Horns and hoofs ... tons	283	38,190
Iron:		
Pig and puddled ... do	80,988	1,098,575
Bar ... do	4,036	138,285
Steel, unwrought ... do	59,375	1,443,530
Manufactures of iron and steel—		
Sewing machines	...	464,470
Girders, beams, and pillars ... tons	8,269	274,520
Cycles	...	1,120,595
Machinery	...	13,046,835
Unenumerated ... cwt	1,460,616	4,600,135
Lard ... do	2,071,557	14,545,610
Imitation lard ... do	75,732	436,450
Lead, pig and sheet ... tons	32,669	2,378,885

Imports into the United Kingdom from the United States—Continued.

Articles.	Quantity.	Value.
Leather .... cwt..	629,786	$16,812,995
Manufactures:		
Boots and shoes .... dozen pairs..	42,984	782,330
Unenumerated	....	71,565
Manures, phosphate of lime and rock .... tons..	196,615	1,787,855
Meats:		
Unenumerated, salted or fresh .... cwt..	123,423	1,071,415
Preserved, other than by salting .... do....	293,538	4,205,485
Metals:		
Unenumerated, unwrought .... tons..	1,684	808,300
Unenumerated, wrought .... do....	243	113,995
Unenumerated, old, fit only for remanufacture .... do....	204	37,315
Methylic alcohol .... gallons..	120,103	94,540
Milk, condensed .... cwt..	27,632	292,550
Musical instruments	....	1,081,865
Mutton, fresh .... cwt..	2,518	25,100
Oil, fish (train or blubber) .... tuns..	1,964	137,055
Oil:		
Fish, sperm .... tons..	61	8,550
Animal .... cwt..	51,155	849,830
Seed .... tons..	23,050	1,842,865
Turpentine .... cwt..	478,001	3,962,065
Chemical, essential and perfumed .... pounds..	128,898	117,635
Unenumerated	....	856,635
Oil-seed cake .... tons..	185,518	5,181,225
Oleomargarine .... cwt..	77,381	611,445
Ore, unenumerated .... tons..	65	8,290
Painters' colors, unenumerated	....	503,995
Paper:		
Unprinted .... cwt..	396,152	1,456,470
Printed .... do....	15,684	184,435
Strawboard and millboard .... do....	139,613	288,460
Wool-pulp board .... do....	41,052	100,160
Paper-making materials:		
Pulp of wood—		
Chemical .... tons..	9,801	297,180
Mechanical .... do....	724	17,430
Of all other sorts .... do....	1,195	63,200
Paraffin .... cwt..	1,039,101	4,848,220
Perfumery (not containing spirits) .... pounds..	86,600	52,010
Petroleum:		
Illuminating .... gallons..	141,358,667	13,539,460
Lubricating .... do....	24,833,788	3,650,225
Pickles and vegetables, in salt or vinegar .... do....	235,883	165,325
Pictures and drawings (by hand) .... number..	789	89,940
Plants, shrubs, trees, and flower roots	....	77,525
Plumbago .... tons..	1,878	461,385
Pork:		
Salted .... cwt..	164,042	999,250
Fresh .... do....	276,844	2,766,780
Poultry and game	....	248,330
Rice .... cwt..	7,330	32,690
Rosin .... do....	1,608,572	1,841,490
Sauces or condiments .... pounds..	962,184	62,760
Seeds:		
Clover and grass .... cwt..	143,651	1,399,035
Cotton .... tons..	17,899	460,610
Flax or lin seed .... quarters..	90,531	919,850
Of all other sorts	....	47,105
Shells of all kinds	....	130,480
Silk manufactures, unenumerated	....	7,245
Silver, ore of	....	75,340
Skins and furs:		
Seal skins .... number..	80,321	499,580
Of all other sorts .... do....	3,395,888	2,052,565
Slates .... do....	45,808,789	1,269,880
Spices, of all sorts .... pounds..	1,181,890	103,750
Spirits:		
Rum .... proof gallons..	171,170	82,260
Sweetened or mixed .... do....	12,936	359,535
Of all other sorts .... gallons..	25,666	74,845
Sponge .... pounds..	239,703	120,420
Stationery, other than paper	....	848,315
Stones, rough or hewn .... tons..	1,179	41,050
Straw platting for making hats or bonnets .... pounds..	160,327	49,925
Sugar:		
Refined and candy .... cwt..	8,593	47,935
Unrefined .... do....	7,696	20,495
Molasses .... do....	1,417,072	1,757,270
Glucose .... do....	1,669,518	3,286,040
Tallow and stearin .... do....	557,191	3,000,640
Tea .... pounds..	1,404,078	267,085

Imports into the United Kingdom from the United States—Continued.

Articles.	Quantity.	Value.
Tobacco:		
Unmanufactured........pounds..	109,389,807	$15,270,645
Manufactured........do....	3,458,096	7,490,430
Toys	....	50,420
Varnish, not containing spirits	....	169,060
Vegetables, raw	....	500,130
Watches:		
Complete........number..	82,846	16,750
Parts	....	61,580
Wax........cwt..	5,285	90,520
Whalebone........do....	40	12,070
Wine........gallons..	227,167	172,340
Wood:		
Hewn, of all sorts........loads..	179,148	4,041,075
Sawn or split........do....	587,955	8,164,425
Staves, of all sizes........do....	30,927	888,225
Furniture woods and hard woods—		
Mahogany........tons..	9,693	511,095
Unenumerated........do....	71,973	2,604,255
House frames, fittings, and joiners' work	....	3,241,730
Wool, Sheep or lambs'........pounds..	8,647,440	1,410,615
Woolen rags, not for manure........tons..	194	22,425
Woolen manufactures:		
Carpets and rugs	....	122,110
Unenumerated	....	29,855
Zinc:		
Ore of........tons..	2,227	104,670
Crude........do....	9,570	968,410
All other articles	....	12,546,860
Total	....	600,405,940

The total exports to the United States from Great Britain, of British and Irish produce, amounted to $90,596,900 in 1899, as compared with $73,582,445 in 1898, an increase of $17,000,000. The total, however, still falls short of the figures in 1895, 1896, and 1897, all of which exceeded $100,000,000, the amount in 1895 reaching $140,000,000.

The articles in which the chief increases are to be found are—

	Increases.
Cotton yarn (nearly)	$500,000
Cottons	3,500,000
Earthen and china ware	500,000
Cutlery (nearly)	200,000
Jute manufactures (nearly)	250,000
Linens	1,500,000
Machinery (over)	500,000
Metals:	
Iron	1,800,000
Copper (nearly)	2,000,000
Spirits	300,000
Wool	1,200,000

While decreases are most marked in—

	Decreases.
Arms, ammunition, etc. (nearly)	$500,000
Sugar, refined and candy	25,000

The total of "Sugar, refined and candy," of British and Irish produce or manufacture, exported to the United States from Great Britain, has fallen from $464,800 in 1895 to just over $10,000 in 1899.

Exports from the United Kingdom (British and Irish produce) to the United States in 1899.

Articles.	Quantities.	Values.
Alkali ...cwt..	681,100	$689,115
Animals:		
Horses ...number..	185	92,600
All other sorts		116,195
Apparel and haberdashery		424,370
Arms, ammunition, and military stores		896,200
Bags and sacks, empty ...dozen..	30,800	19,600
Beer and ale ...barrels..	38,168	866,595
Bleaching materials ...cwt..	872,100	998,495
Books, printed ...do....	41,852	1,565,520
Caoutchouc, manufactures of		244,780
Carriages, viz, cycles and parts		28,320
Cement ...tons..	36,715	373,485
Chemical products and preparations, including dyestuffs and sulphate of copper		2,838,640
Clay, unmanufactured ...tons..	106,692	751,975
Clocks, watches, and parts		60,285
Coal:		
Cinders and fuel ...tons..	144,554	492,280
Products of, etc		483,770
Cocoa, or chocolate (made in United Kingdom) ...pounds..	200,100	50,845
Cordage and twine ...cwt..	1,523	15,490
Cotton yarn ...pounds..	2,899,800	1,126,360
Cottons:		
Entered by yard ...yards..	75,342,800	9,027,650
Entered at value		4,725,590
Earthen and china ware		3,280,085
Fish of all sorts		1,410,370
Flax and hemp, dressed and undressed ...cwt..	26,062	526,420
Furniture, cabinet, and upholstery wares		147,880
Glass manufactures		532,910
Grease, tallow and fat ...cwt..	43,261	134,565
Hardwares, unenumerated ...do....	5,318	197,965
Cutlery		422,570
Hats of all sorts ...dozen..	8,706	85,050
Hides, raw ...cwt..	51,080	519,175
Implements and tools		123,155
Instruments and apparatus, surgical, anatomical, and scientific		107,090
Jute yarn ...pounds..	712,700	82,325
Manufactures—Piece goods ...yards..	109,414,200	4,454,725
Leather, wrought and unwrought		1,007,930
Linen yarn ...pounds..	1,814,700	283,550
Linens:		
Entered by yard ...yards..	94,075,600	9,371,515
Entered at value		2,999,903
Machinery and millwork		2,314,690
Manure ...tons..	9,632	481,360
Medicines, drugs, and medical preparations		228,395
Metals:		
Iron, wrought and unwrought ...tons..	133,685	8,187,356
Copper, wrought and unwrought ...cwt..	105,478	2,039,785
Tin, unwrought ...do....	1,882	56,700
Unenumerated, and manufactures of		403,520
Oil:		
Seed ...tons..	959	104,970
Other sorts		174,240
Oil and floor cloth ...square yards..	879,700	453,455
Painters' colors and materials		540,625
Paper, of all sorts ...cwt..	18,129	270,660
Pickles, vinegar, sauces, etc		893,450
Pictures ...number..	842	248,525
Plate and plated ware		109,675
Potatoes ...cwt..	110,000	98,595
Prints, engravings, etc		108,895
Provisions (including meats)		93,855
Rags and other materials for paper making ...tons..	39,052	1,143,475
Saddlery and harness		249,280
Salt ...tons..	75,433	427,505
Seeds of all sorts ...cwt..	18,289	123,020
Silk, thrown, twist, or yarn		1,100,385
Silk manufactures		987,580
Skins and furs, all sorts		4,554,220
Soap ...cwt..	9,500	225,795
Spirits, British and Irish ...proof gallons..	470,538	1,024,000
Stationery, other than paper		321,120
Stones and slates		166,665
Sugar, refined and candy ...cwt..	4,394	11,725
Telegraphic wires and apparatus		250,285
Umbrellas and parasols		26,360
Wool:		
Sheep and lambs', raw or undressed ...pounds..	13,631,500	1,855,605
Noils, waste, and combed or carded and tops ...do....	229,400	56,905

Exports from the United Kingdom (British and Irish produce) to the United States in 1899—Continued.

Articles.	Quantities.	Values.
Woolen and worsted yarn ....pounds..	123,200	$80,020
Yarn, alpaca, mohair, etc ....do....	31,500	17,060
Woolens and worsteds:		
Entered by yard ....yards..	15,228,500	6,095,950
Entered at value	....	517,820
All other articles	....	3,535,195
Total	....	90,596,900

The total exports of foreign and colonial merchandise amounted to $84,280,460, as against $69,089,940 in 1898, or an increase of over $15,000,000. Thus, the total exports of all merchandise from the United Kingdom to the United States in 1899 amounted to $174,877,360, an increase of over $32,000,000 compared with 1898.

The principal articles of foreign and colonial merchandise showing increases in 1899 are—

	Increase.
Bristles (over)	$250,000
Caoutchouc (nearly)	500,000
China and earthen ware (nearly)	300,000
Cocoa (over)	200,000
Cotton, raw (over)	2,000,000
Cotton manufactures (over)	130,000
Hemp (over)	630,000
Jute (over)	200,000
Copper (over)	5,000,000
Tin (over)	3,500,000
Mica and talc (over)	70,000
Goatskins (over)	2,500,000
Sheepskins (over)	500,000

The principal decreases occur in—

	Decrease.
Works of art	$130,000
Fruits, preserved, without sugar	250,000
Hides (nearly)	1,500,000
Unrefined sugar (nearly)	210,000
Tea (nearly)	150,000
Sheep or lambs' wool (nearly)	800,000

Exports of foreign and colonial produce to the United States from the United Kingdom.

Articles.	Quantity.	Value.
Art, works of	....	$8,750
Bristles ....pounds..	664,871	563,260
Caoutchouc ....cwt..	134,911	7,565,265
Chemical manufactures and products	....	192,985
China and earthen ware ....cwt..	72,159	618,065
Cocoa ....pounds..	2,428,025	394,090
Coffee ....cwt..	38,012	589,035
Cordage twine and cable yarn	....	41,430
Cork:		
Unmanufactured ....tons..	1,273	100,280
Manufactured ....pounds..	349,468	69,225
Cotton:		
Raw ....cwt..	507,703	6,645,040
Manufactures	....	539,035
Drugs:		
Bark, Peruvian ....cwt..	10,047	111,490
Opium ....pounds..	104,552	262,685
Unenumerated	....	1,244,515
Dyeing and tanning stuffs:		
Cutch and gambier ....tons..	879	137,900
Indigo ....cwt..	17,177	1,237,935
Sumach ....tons..	1,927	120,585
Unenumerated ....do....	6,528	50,265

Exports of foreign and colonial produce to the United States from the United Kingdom—Continued.

Articles.	Quantity.	Value.
Farinaceous substances		$108,425
Feathers, ornamental ... pounds	104,342	1,126,545
Fish, cured and salted ... cwt	63,856	433,690
Flax, dressed, undressed, and tow ... tons	2,489	392,720
Flowers, artificial		229,775
Fruit:		
Almonds ... cwt	26,989	510,775
Figs and fig cake ... do	5,083	28,295
Grapes, raw ... bushels	68,935	158,270
Nuts, used as fruit		200,000
Oranges and lemons ... bushels	124,155	157,755
Raisins ... cwt	369	2,925
Unenumerated, dried ... do	123,805	895,575
Preserved, without sugar, not dried ... pounds	6,023,466	298,495
Gum:		
Lac, seed, shell, stick and dye ... cwt	80,842	497,845
Of all other sorts ... do	50,583	933,615
Gutta-percha ... do	8,069	117,765
Hair:		
Goats' hair or wool ... pounds	1,160,273	360,240
Of all other sorts		638,820
Hats of all materials ... number	885,626	45,970
Hemp, dressed, undressed, and tow ... tons	14,172	2,282,335
Hides, raw ... cwt	274,348	2,974,935
Iron ore ... tons	4,660	94,395
Ivory: Teeth, elephants', etc ... cwt	789	189,720
Jute ... tons	8,258	529,275
Manufactures		3,141,085
Lace		1,793 505
Leather:		
Dressed and undressed ... cwt	74,684	3,021,125
Manufactures		291,545
Linen manufactures		50,595
Matches		124,845
Metals:		
Copper, unwrought, part wrought, and old ... tons	14,645	5,639,610
Iron—		
Bar, etc ... do	8,072	419,160
Steel, unwrought ... do	2,956	131,430
Iron and steel manufactures—		
Cycles and parts		23,770
Machinery		176,035
Unenumerated ... cwt	54,825	204,270
Lead, pig or sheet ... tons	251	17,935
Tin, blocks, ingots, bars, or slabs ... cwt	234,488	6,958,610
Unenumerated, unwrought ... tons	252	202,250
Mica and talc ... cwt	5,983	122,935
Nuts: Other sorts		14,595
Oil:		
Cocoanut ... cwt	73,727	455,730
Olive ... tons	1,202	200,600
Palm ... cwt	38,916	203,930
Chemical, essential, or perfumed ... pounds	71,710	50,190
Onions ... bushels	239,022	124,565
Ore, unenumerated ... tons	3,224	156,980
Paper-making materials ... do	15,101	521,795
Perfumery ... pounds	58,789	27,300
Plumbago ... tons	863	106,815
Precious stones, unset		759,370
Quicksilver	(1)	(1)
Rice ... cwt	217,618	504,490
Saltpeter ... do	4,648	16,695
Seeds:		
Clover and grass ... do	1,077	7,750
Flax or linseed ... quarters	15,929	157,850
Garden ... pounds	1,067,551	125,905
Unenumerated—		
For expressing oil ... quarters	12,991	145,985
Not for oil ... cwt	56,389	153,780
Shells of all sorts		709,435
Silk:		
Knubs or husks of silk and waste ... cwt	3,084	146,475
Raw ... pounds	5,189	18,195
Manufactures		247,530
Skins:		
Goat, undressed ... number	16,644,357	7,014,835
Sheep ... do	4,132,412	1,488,685
Skins and furs of all sorts ... do	13,060,288	1,675,570
Spices of all sorts ... pounds	8,246,758	629,085
Spirits, not sweetened ... proof gallons	31,398	40,715
Sponge ... pounds	25,162	75,450

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[1] No figures given.

Exports of foreign and colonial produce to the United States from the United Kingdom—Continued.

Articles.	Quantity.	Value.
Stones, rough or hewn ....tons..	2,817	$78,405
Straw plaiting for hats ....pounds..	916,957	418,460
Sugar:		
Refined ....cwt..	12,330	33,500
Unrefined ....do....	120,525	357,065
Tallow and stearin ....do....	2,498	11,755
Tea ....pounds..	2,543,331	599,785
Tobacco, unmanufactured ....do....	214,207	56,825
Toys....	....	23,655
Vegetables, unenumerated....	....	96,930
Wine ....gallons..	25,848	135,060
Wood:		
Hewn teak....loads..	939	74,000
Furniture, veneers, etc....tons..	7,333	541,605
Wool:		
Alpaca, vicuña, and llama....pounds..	368,900	104,375
Sheep or lambs' ....do....	42,278,835	5,877,240
Other kinds and flock ....do....	525,099	128,750
Woolen rags ....tons..	255	17,410
Woolen manufactures....	....	1,264,240
All other articles....	....	3,171,450
Total.	....	34,280,460

TRADE WITH CUBA AND PORTO RICO.

No comparisons can be made in this report in regard to the trade of the United Kingdom with Cuba or Porto Rico in 1899, as prior to 1899 these islands were classified under the heading of "Spanish West India Islands." The tabulated statements which follow, however, give the direct trade of the United Kingdom with each of the two islands in the year 1899.

TRADE WITH CUBA.

Imports from Cuba into the United Kingdom in 1899.

Articles.	Quantity.	Value.
Iron, ore of (including chrome)....tons..	4,200	$14,500
Old broken and old steel ....do....	3,163	40,000
Spirits: Rum ....proof gallons..	100,783	23,560
Sugar, unrefined....	....	....
All other articles	....	43,745
Total....	....	121,805

Exports of produce and manufactures of the United Kingdom to Cuba in 1899.

Articles.	Quantity.	Value.
Alkali ....cwt..	11,500	$21,830
Apparel and haberdashery	....	21,060
Beer and ale ....barrels..	5,277	102,490
Cement ....tons..	1,920	19,425
Chemical products and preparations	....	30,125
Cottons, entered:		
By yard ....yards..	42,902,100	1,644,205
At value	....	406,985
Earthen and china ware....	....	33,620
Glass manufactures....	....	40,520
Hardwares, unenumerated ....cwt..	4,012	90,730
Cutlery	....	27,250
Hats, of all sorts....dozen..	8,134	56,990
Implements and tools....	....	91,005
Jute manufactures, piece goods ....yards..	598,400	27,120
Linens, entered:		
By yard ....yards..	16,799,000	1,417,880
At value	....	43,645

Exports of produce and manufactures of the United Kingdom to Cuba in 1899—Continued.

Articles.		Quantity.	Value.
Machinery and millwork			$58,770
Medicines, drugs, etc			29,260
Metals:			
Iron, wrought and unwrought	tons	6,880	514,255
Brass, and manufactures of	cwt	373	8,690
Copper, wrought and unwrought	do	2,289	46,410
Oil, seed	tons	424	43,680
Painters' colors and materials			104,580
Salt	tons	4,794	23,415
Soap	cwt	2,100	9,240
Stationery, other than paper			23,270
Woolens and worsteds, entered by yard	yards	788,300	365,785
All other articles			368,145
Total			5,667,330

Exports of foreign and colonial merchandise to Cuba from the United Kingdom in 1899.

Articles.		Quantity.	Value.
Beef, salted	cwt	1,740	$8,375
Butter	do	1,517	35,575
Cheese	do	3,460	48,810
Cotton manufactures			4,000
Drugs:			
Opium	pounds	528	1,915
Unenumerated			23,060
Fish, cured or salted	cwt	68,469	482,905
Jute manufactures			280,905
Lace			31,935
Meat, preserved other than by salting: Beef	cwt	1,840	21,370
Metals: Iron and steel manufactures, unenumerated	do	1,007	4,015
Paper-making materials:			
Pulp of wood	tons	642	23,855
Rice	cwt	940,260	2,238,700
All other articles			102,075
Total			3,310,510
Total of British and foreign exports			8,977,840

NOTE.—It will be observed that the table of imports into Great Britain from Cuba makes no mention whatever of cigars or tobacco. The statistics of imports are taken from the British Board of Trade returns. The exports of manufactured tobacco from the United States to Great Britain show an increase of $2,500,000, in which is possibly included the export of cigars from Cuba.

TRADE WITH PORTO RICO.

Imports from Porto Rico into the United Kingdom in 1899.

Articles.		Quantity.	Value.
Sugar, unrefined	cwt	1,320	$5,000
All other articles			1,300
Total			6,300

Exports of produce and manufactures of the United Kingdom to Porto Rico in 1899.

Articles.	Quantity.	Value.
Bags and sacks, empty ....dozen..	29,600	$49,260
Cottons, entered:		
By the yard ....yards..	16,343,500	599,875
At value	....	117,410
Implements and tools........	....	40,410
Linens, entered by the yard........yards..	724,000	66,595
Medicines, drugs, etc........	....	7,725
Metals: Iron, wrought and unwrought........tons..	2,845	187,410
Oil, seed ....do....	113	13,010
Painters' colors and materials........	....	22,875
All other articles	....	161,685
Total........	....	1,266,255

Exports of foreign and colonial merchandise to Porto Rico from the United Kingdom in 1899.

Articles.	Quantity.	Value.
Butter........cwt..	87	$2,785
Cheese........do...	2,920	39,975
Jute manufactures........	....	33,065
Metals: Iron and steel manufactures, unenumerated........cwt..	560	1,390
Rice........do...	155,354	334,415
All other articles	....	10,320
Total........	....	421,940
Total of British and foreign exports........	....	1,688,195

POST-OFFICE.

During the year ended March 31, 1900, the number of postal packets delivered in the United Kingdom was as follows:

	Number.	Increase.	Average number to each person.
		Per cent.	
Letters	2,246,800,000	2.7	55.3
Post cards	400,300,000	4.7	9.8
Book packets and circulars	702,800,000	.2	17.3
Newspapers	163,400,000	6.0	4
Parcels	75,448,000	4.9	1.9
Total	3,588,748,000	2.6	88.3

The number of letters registered in the United Kingdom was 16,256,852, an increase of 6.7 per cent over the number in the previous year.

The number of undelivered packets dealt with during the year were as follows:

	Number.	Increase (+) or Decrease (−).
Letters........	8,954,041	+400,105
Post cards........	1,495,085	+106,001
Book packets	10,613,858	−687,753
Newspapers........	597,919	+ 44,297
Parcels........	206,944	+ 18,107

The total number of money orders of all kinds—inland, foreign, and colonial, and telegraph—dealt with during the year amounted to 12,087,459 as against 11,475,201 in the previous year, an increase of 612,258. The total value of these money orders was £35,201,262 ($176,006,310), compared with £33,278,517 ($166,392,585), an increase of £1,922,745 ($9,613,725).

The number of postal orders during the year was 82,115,674, representing £28,633,884 ($143,169,420).

In the Post-Office Savings Bank, 14,654,609 deposits were made during the year ended December 31, 1899, the total amount deposited being £39,122,160 ($195,610,800). The interest, at 2½ per cent per annum, credited to depositors exceeded $15,000,000, and the total sum standing to their credit was $650,593,025. The number of depositors reached 8,000,000, or 1 in 5 of the population of the United Kingdom.

The number of telegrams sent over the wires during the year was 90,415,123, an increase of 3.87 per cent.

The following table shows the percentage of wages and salaries to revenue and expenditure:

Year.	Revenue.	Salaries and wages.	Percentage of salaries to revenue.
1895-96	$73,198,695	$33,149,825	45.28
1896-97	75,571,445	34,482,830	45.62
1897-98	77,460,495	36,557,985	47.19
1898-99	81,547,310	38,829,150	47.61
1899-1900	84,274,135	41,216,140	48.90

SHIPPING.

Total number and tonnage of vessels, registered under the merchant shipping acts, belonging to the United Kingdom.

Year.	Sailing vessels.		Steam vessels.		Total.	
	Number.	Net tonnage.	Number.	Net tonnage.	Number.	Net tonnage.
1899	11,167	2,246,850	9,029	6,917,492	20,196	9,164,342
1898	11,566	2,387,943	8,838	6,613,917	20,404	9,001,860
Increase			191	303,575		162,482
Decrease	399	141,093			208	

Number and net tonnage of iron, steel, and wooden sailing and steam vessels built in the United Kingdom for foreigners.

Year.	Sailing vessels.		Steam vessels.		Total.	
	Number.	Net tonnage.	Number.	Net tonnage.	Number.	Net tonnage.
War			26	18,460	26	18,460
Mercantile	53	4,973	162	176,163	215	181,136
Total	53	4,973	188	194,623	241	199,596

RAILWAYS.

Total length, paid-up capital, traffic receipts, and working expenses of railways in England and Wales, Scotland, and Ireland.

	Year.	
	1898.	1899.
ENGLAND AND WALES.		
Length of line open at end of each year ....miles..	15,007	15,044
Paid-up capital at end of year:		
Ordinary	$1,742,706,560	$1,765,259,450
Guaranteed preferential loans and debentures	2,937,970,080	2,988,338,585
Total	4,680,676,640	4,753,598,035
Number of passengers conveyed (not including season-ticket holders).	922,171,407	959,601,776
Weight of goods and minerals conveyed ....tons..	316,385,474	350,070,663
Gross receipts:		
From passenger traffic	$177,936,955	$186,128,700
From goods traffic, including live-stock traffic	$207,421,465	$220,934,405
Miscellaneous	$23,544,085	$26,476,925
Total	$408,902,505	$433,540,030
Average receipts per mile of line open	$25,680	$27,060
Working expenditure	$240,887,270	$259,610,515
Net receipts	$168,015,235	$173,929,515
Proportion of working expenses to gross receipts ....per cent..	59	60
SCOTLAND.		
Length of line open at end of each year ....miles..	3,476	3,480
Paid-up capital at end of year:		
Ordinary	$343,641,205	$353,015,160
Guaranteed preferential loans and debentures	$451,272,705	$454,514,195
Total	$794,913,945	$807,529,355
Number of passengers conveyed (not including season-ticket holders).	114,107,445	119,675,582
Weight of goods and minerals conveyed ....tons..	57,065,392	58,344,583
Gross receipts:		
From passenger traffic	$21,780,910	$22,701,965
From goods traffic, including live-stock traffic	$30,527,905	$31,290,020
Miscellaneous	$2,059,770	$2,239,090
Total	$54,366,590	$56,231,075
Average receipts per mile of line open	$15,055	$15,515
Working expenditure	$28,564,330	$30,235,380
Net receipts	$25,802,260	$25,995,695
Proportion of working expenses to gross receipts ....per cent..	53	54
IRELAND.		
Length of line open at end of each year ....miles..	3,176	3,176
Paid-up capital at end of year:		
Ordinary	$80,799,955	$83,043,105
Guaranteed preferential loans and debentures	$115,951,805	$117,417,010
Total	$196,751,760	$200,460,115
Number of passengers conveyed (not including season-ticket holders).	26,632,264	27,414,633
Weight of goods and minerals conveyed ....tons..	5,113,419	5,207,779
Gross receipts:		
From passenger traffic	$9,517,505	$9,841,330
From goods traffic, including live-stock traffic	$8,145,450	$8,360,545
Miscellaneous	$330,055	$362,345
Total	$17,993,410	$18,564,220
Average receipts per mile of line open	$5,560	$5,790
Working expenditure	$10,351,115	$10,607,540
Net receipts	$7,642,295	$7,956,680
Proportion of working expenses to gross receipts ....per cent..	58	57

Total length, paid-up capital, traffic receipts, and working expenses of railways in England and Wales, Scotland, and Ireland—Continued.

	Year.	
	1898.	1899.
UNITED KINGDOM.		
Length of line open at end of each year ....miles..	21,659	21,700
Paid-up capital at end of year:		
Ordinary	$2,167,147,720	$2,201,317,715
Guaranteed preferential loans and debentures	$3,505,194,590	$3,560,269,790
Total	$5,672,842,310	$5,761,587,506
Number of passengers conveyed (not including season-ticket holders).	1,062,911,116	1,106,691,991
Weight of goods and minerals conveyed ....tons..	378,564,285	413,623,025
Gross receipts:		
From passenger traffic	$209,235,370	$218,671,996
From goods traffic, including live-stock traffic	$246,094,820	$260,584,970
Miscellaneous	$25,932,315	$29,078,360
Total	$481,262,505	$508,335,325
Average receipts per mile of line open	$21,025	$22,085
Working expenditure	$279,802,715	$300,453,435
Net receipts	$201,459,790	$207,881,890
Proportion of working expenses to gross receipts ....per cent..	58	59

Considerable activity in the extension of railroads was observable in 1899, not a little of which related to underground tubes with electricity as the motive power. The opening, early in 1900, of the Central London, or "2-penny tube," as it has come to be familiarly called, has already been the subject of a report.[1] It may now be added that this means of rapid transit, having proved an instant success, has called a host of others into the field. One or two are being proceeded with, and there are many others seeking Parliamentary powers.

The success of the Central London Railway has proved so great that the revenue of the old underground Metropolitan Railway has been seriously diminished, and at a recent meeting of the shareholders of the latter concern it was resolved to substitute, at a cost of $3,350,000, electric traction in place of the steam power which has hitherto obtained, and has been the subject of complaint for years past.

An important piece of line has been opened on the Great Western Railroad, joining Westbury (Wiltshire) and Castle Cary (Somersetshire), and when the further portion now being constructed has been completed (connecting Castle Cary with Taunton) the route from London to Exeter and Plymouth will have been shortened by many miles.

Wm. M. Osborne,
Consul-General.

London, *January 8, 1901.*

BRADFORD.

It may seem a paradox, in speaking of the trade conditions which dominated the Bradford trade for the past year, to say that one-half has been a period of unparalleled boom, followed by a "record" slump. Wool and textiles are practically the only trades which the city of Bradford can boast, and in sympathy with the world-wide boom up to the end of December, 1899, Bradford experienced its full share of the good times enjoyed by every center engaged in the manufacture of woolen and worsted textiles. No complaint could be heard in any department connected with the trade. For the first half of the year under review, the only source of annoyance to masters was not a lack of orders and work, but a deficiency of work people to execute the orders that were then in hand. Up to the end of last December, and, in fact, for the first two months of the present year, the boom in every department but one may be said to have continued, but since then there has been a falling off in orders, and particularly a decrease in the price of all raw materials, which stands unparalleled in the memory of the oldest man engaged in the trade. One pioneer of the Bradford trade states that about 1857, he remembers a time when there was a crisis throughout the whole of the textile districts of the West Riding of Yorkshire, when wool suffered a most serious fall; but for its long continuance, and the extent of the fall in prices, the experience of this year eclipses every known period of the past. The situation is so interesting to Americans in general that the various features of the trade are well worthy of being considered.

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[1] See Consular Reports No. 241, October, 1900; Advance Sheets No. 814, August 22.

WOOL TRADE.

For centuries, this city and its immediate neighborhood has specialized the manipulation of the product of the sheep, until to-day it enjoys the reputation of being by far the largest consumer of wool in all the world. A careful observer notices instinctively the natural aptitude which the citizens of this district possess in their ability to handle wool. This arises, I suppose, from the centuries of experience which the present generation and its forefathers have had in treating the article from its raw state to the finished product, while the principal subject of discussion in the street, the club, or the railway car centers around either wool, tops, noils, yarns, or pieces. Up to the end of last December, as before said, Bradford was enjoying a maximum amount of prosperity. Work was plentiful, but best of all to the trader, prices of all wool commodities had risen in a most remarkable manner; in fact, at no period in the history of the Bradford-American trade had prices scaled upward as fast as they did for the first half of the year. Some idea can be gained of what that rise was when I state that wool went up something like 80 per cent, while 60's merino tops more than doubled in price when compared with the lowest point touched in June, 1895, and both in yarns and pieces, there was a corresponding advance. The greatest factor which brought about that boom was the supposed shortage of wool of a merino quality in Australia and the expectation entertained by users, not simply in Bradford, but in every other center where wool is consumed, that prices would go higher. This belief led men to buy up every available pound of raw stock, while fabric buyers manifested the same eagerness to place orders for the manufactured article before values became too exorbitant, thus producing, for the time being, a situation which it is hard to describe. But the record of the past six months leaves now no question of doubt that the shortage all last year was made too much of by everybody, and that both men and market are now suffering in consequence. This district could probably have better withstood the depression had the maximum prices continued for a season, but no sooner had the summit been reached than the tide receded, more quickly than it came in. In fact, both men and markets had no sooner got matters adjusted to the new conditions than the process of consolidation was altogether denied them, and the worst of it all is that with a fall in prices the trade here has been heavily hurt, although, at the time of writing, there has been in this district only one failure.

As illustrating the extent of the fall, I give below a table showing the current prices for three standard articles of trade since the height of the boom was reached:

Current prices for standard articles.

Month.	Super 60's tops, per pound.	Average 40's tops, per pound.	Lincoln hogs, per pound.
	Cents.	*Cents.*	*Cents.*
1899—December	67	26	19
1900—January	66	25	18
February	60	23	18
March	55	21½	18
April	50	21½	17½
May	50	20½	16½
June	46	19½	16
July	42	21	17½
August	41	20½	17
September	39	20	17

A glance at the above table shows that the article which boomed so strongly has fallen from 67 cents to 39 cents, or, in other words, all the rise which 60's tops made in 1898 and 1899 has now been completely wiped out, to-day's price being exactly the same as in January, 1898. To merchants here, such an unlooked-for situation is most unpalatable, and the profit which the majority made last year has been lost; for topmakers and spinners, as well as manufacturers, having no time to clear themselves of the stocks they bought last December before things began to fall, held steadily on in the full hope of seeing values become steady, the markets firm again, and some return at least to values considerably better than what they are to-day. Instead of that, there has been one continual fall, and even to-day it is questionable if the bottom has been touched.

CHANGING FACTORS AND FASHIONS.

From the above, it will be seen that the boom ran only upon one special quality of wool, namely, merinos. When 60's tops were figuring at 67 cents, the market was almost swamped with 40's crossbred at 26 cents, and it is more remarkable still that from January, 1898, to December, 1899, 60's tops showed a rising tendency all the time, starting at 29 cents and finishing at 67 cents, this being a rise of no less than 28 cents per pound. But it is all the more significant that during those two years, 40's crossbred tops did not vary more than from 20 cents to 26 cents, and during the same period merino wools were being increasingly consumed, while crossbred qualities of a medium and coarse nature were shrinking. It will therefore be seen that, when merinos were at the top, and the cry of scarcity was being dinned furiously into the ears of everybody, fabric buyers began to devote attention to the class of fabrics into which such wools as 40's are made. For months prior to the final jump in merinos, clothiers had been doing their utmost to force crossbred fabrics, and after last October, they refused to give out any orders at all for merino-made goods. This was simply the result of the greatly increased prices for fabrics which manufacturers are demanding, and especially to clothiers did the situation seem anomalous, when cheap crossbred-made goods were lying plentifully about them; and almost like a wave did the desire arise over the whole district to take up the cheap article, i. e., crossbreds; the cause being the demand made by clothiers for something cheaper than the fabrics made from merino wool. And what has been the result? Briefly put, it has powerfully helped to paralyze consumption and put down prices for merino qualities of wools, crossbreds finding all the while increased support and adeveloping consumption right up to the time of writing. In fact, the only trade being done is running on crossbred qualities, fashions, too, more or less favoring the article.

A NEW FINISH FOR "CROSSBRED" FABRICS.

A point here of very special moment to American manufacturers is the method of finishing such goods as serges and coatings made out of crossbred yarns, which to-day is having considerable success among manufacturers in this district. It is a well-known fact that serges are usually rough in texture, the face of the cloth being rather sharp and brittle to the touch, with more or less hairs on the surface, which to some have always been an objection. Now, when merino fabrics last year became so exorbitant in price, and fashions were demanding fine, soft, clothy articles, West Riding manufacturers, with their customary ingenuity and skill, determined to try to overcome this defect in crossbred serges, their object being to make the surface of such a fabric appear to the wearer as if it was made out of fine merino wool. This could only be done by the removal of the surface fibers, and to accomplish this, they set to work in a determined way, and I am able to say on unquestionable authority, and also on actual inspection of the goods, that success has crowned their efforts. Fabrics to-day are being made out of crossbred yarns which only the very expert could distinguish, so much do they resemble in appearance similar goods made out of merino yarns. Upon inquiry as to how this result had been obtained, I learned that to thoroughly boil the goods before finishing had the effect of forcing all the loose surface fibers onto the face of the cloth, so that when the piece was cut, they could be removed far more easily than otherwise would be the case. Boiling, too, had the effect of imparting a softer handle or feel to the cloth, this being demonstrated by two pieces made from exactly the same yarns, the one being boiled and the other not boiled. In point of difference and value, the one was worth at least 6 cents per yard more than the other, and I strongly recommend our manufacturers to experiment in finishing in this way.

COURSE OF WORSTED COATINGS.

Worsted coatings have in the past been an article of front-rank importance in the Bradford trade with the United States. The present tariff has, however, relegated them to a back seat, the dearness of merino and fine crossbred wools also going against their shipment to America. But it is just as well for American manufacturers to keep an eye upon this class of goods, as the fall in prices places English manufacturers on a far better footing than has been the case during recent months. What is commonly known in the Bradford trade as "American clay coatings" are specified below. In this table is shown the values per yard when prices were at the highest, and also quotations for to-day:

Contrast in prices for worsted coatings.

Worsted coatings.	Width.	Weight.	Price per yard.					
			January, 1900.			September, 1900.		
	Inches.	*Ounces.*	*s.*	*d.*	*Cents.*	*s.*	*d.*	*Cents.*
60's quality	55	12	2	6	60	1	11	46
Do	55	14	2	9	66	2	2	52
Do	55	16	3	0	72	2	3	54
Do	55	18	3	4	80	2	8½	65
Do	55	20	3	8	88	3	1½	75
Do	55	22	4	0	96	3	5½	83
50's quality	55	12	2	3	54	1	8	40
Do	55	14	2	6	60	2	0	48
Do	55	16	2	9	66	2	3	54
Do	55	18	3	0	72	2	7	60
Do	55	20	3	4	80	2	10	68
Do	55	22	3	8	88	3	1	74

OUSTING THE CONTINENTAL TRADER.

In last year's report, special reference was made to the fact that when the American market was lost to Bradford manufacturers, they made a special effort to oust their continental competitors from the English markets, a fact which, if accomplished entirely, would be worth considerably more than ever the American markets were, even in the best days of the tariff of 1892. I need hardly say that those efforts have in no sense been relinquished on the part of Bradford manufacturers, who are still showing a good deal of ingenuity and taste in fabric construction, and who seem more than ever disposed to study the special requirements of their own home trade. Bradford manufacturers, under the auspices of the chamber of commerce, are exhibiting selections of fabrics made in this district at the Paris Exhibition, and although the exhibit in many respects is a creditable one, yet from accounts it has left much to be desired, not being thoroughly representative of all the grades of goods manufactured in Bradford. But as showing that imports of yarns and fabrics from abroad are steadily decreasing, I am able to give the following particulars, compiled by the Bradford Observer. Take first the wool yarn imports:

Year.	Fancy yarn.	Weaving yarn.	Year.	Fancy yarn.	Weaving yarn.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
1895	1,262,074	18,376,407	1898	1,055,056	18,091,016
1896	1,316,753	18,688,650	1899	1,078,960	19,608,143
1897	1,166,569	16,219,234			

In this department, it can hardly be said that the change has been very material, though of course the expansion in the last year, coincident with the general trade boom, has its set-off on the export side, for in yarns England exchanges very freely with Germany especially. We turn, then, to woven fabrics, and find the imports for the two classes of goods, of which quantities as well as values are given in the returns, to have been as follows:

Year.	Cloths.	Stuffs.	Year.	Cloths.	Stuffs.
	Yards.	*Yards.*		*Yards.*	*Yards.*
1895	4,149,656	90,135,913	1898	6,022,498	73,198,086
1896	5,832,998	81,912,246	1899	5,197,132	71,288,280
1897	5,386,911	83,725,893			

Under this heading, the decline is sufficiently marked to give something more than compensation for the doubtfully fluctuating figures in the other departments. There is, however, a "miscellaneous" department in the import tables, in which quantities can not be given, but values only. The figures relating thereto are subjoined, and also the total value of all kinds of wool manufactures imported:

Year.	Miscellaneous fabrics.		All fabrics.	
	English money.	United States currency.	English money.	United States currency.
1895	£3,804,590	$18,515,087.23	£11,106,748	$54,050,989.14
1896	3,861,820	18,526,376.18	10,769,587	52,409,951.81
1897	4,076,052	19,836,107.05	11,003,118	53,546,673.74
1898	3,740,186	18,201,615.16	9,914,129	48,247,108.77
1899	4,089,717	19,902,607.77	9,966,111	48,500,079.17

The effect of the last column, giving the sum of the values of all the imported fabrics for these five years, is unmistakable, especially when we bear in mind the rise in wool values in the latter part of 1899—apart from which, evidently, the total would have shown a further marked decline from 1898.

A specially interesting feature of the Bradford trade is an increasing consumption by local manufacturers of cotton yarns spun from American-grown cotton. I have made special inquiry upon this one point, and although it is difficult to give a reliable estimate, yet all the experts consulted freely admit that cotton yarns enter considerably into at least 35 per cent of the goods manufactured in Bradford. Local manufacturers know that price per yard is a very important consideration in selling their fabrics, and in the manufacture of dress goods particularly, cotton yarns are being increasingly used as the warp of the fabric, a very large part of the stuff goods shipped to the United States containing about 50 per cent of cotton. Then mercerized yarns, although not so freely spoken of as they were, are consumed as extensively as ever, being used in almost every class of fabric imaginable. Ribbons, handkerchiefs, scarfs, and a hundred and one varieties of like goods are now being produced almost exclusively from mercerized yarn. In a word, there is every indication that this district alone is yearly becoming a very extensive patron of cotton yarns spun from American-grown cotton.

INDUSTRIAL CONDITIONS.

Surveying the course of trade in its relation to industrial conditions, it must be said that for the past four months, slackness has been the predominating feature. The natural effect of all booms is a reaction, and to-day, rather large quantities of machinery in Bradford are standing idle or being only partly run. Commission wool combers, especially those combing merino wools, have not run one-half the time, more "playing" having taken place than during the past ten years. It will be remembered that Bradford has enjoyed considerable fame in connection with the flotation of big trusts, chief of which are the Dyers' Association and the Yorkshire Wool Combers' Association. The former certainly appears to be doing a successful trade, but judging by the year's work of the Wool Combers, prospects are none too bright, while if the condition and standing of their shares on the stock exchange offer any criterion as to the standing of the company, it must be described as decidedly bad, the £1 ($4.86) preferred ordinary shares having to-day only a market value of 14s. 6d. or ($3.52).

The result of the first year's working of the Wool Combers, which comprise 38 businesses, most of them being of large dimensions and long established, shows that a profit has been made of £104,573 ($508,904.50) gross, which, after paying administration expenses, interest to vendors, interest on debenture stock, and a proportion of the preliminary expenses, and after setting aside £30,000 ($145,995) to a depreciation fund, leaves only £24,876 ($121,059.04) for distribution, from which the directors have paid 5 per cent interest on the preferred ordinary shares, while the ordinary shareholders have had to be content with nothing at all. For a first year's working of a combine of this character, the returns are certainly unsatisfactory, though in fairness to the company it must be said that trade has been very quiet since this year came in. The directors state that when business is good and work plentiful, they will be able to make a satisfactory profit for all.

An important item, as showing which way the wind blows, is that another leading wool combing firm, Messrs. Isaac Holden & Sons, Limited—a company that was floated at the time of the boom last year—has also recently met its shareholders for the first time. Here, again, the balance sheet shows how unprofitable has been the trade, £16,858 ($83,039.45) being the profit made, which only permits of interest being paid on the debenture stock and 5 per cent on the preference shares, leaving a balance of £5,020 ($24,429.83) to be carried forward. Further comment is needless, as these two companies alone offer the best commentary on what the trade of Bradford has been during the past six months. Neither is the outlook at all rosy. Commodities entering into manufacturing have risen considerably, coal alone having increased in value 100 per cent, while the class of fuel used in this district for steam-raising purposes is at least twice as dear as it was at the lowest point. Experts affirm that the market to-day is so demoralized and prices so unstable, that at least the present year will have to pass away before this district begins to enjoy another season of good business.

FURNITURE.

The demand for American furniture continues to increase, and if our manufacturers would only cater more to the English style and requirements, a much greater volume of business would be the result. The manager of one of the largest importing houses in the north of England informed me that he had the greatest difficulty in inducing American firms to copy English-made goods on which there was a run, and even when they did so, there was generally some alteration made in the details which detracted from the value of the article. Especially are these remarks applicable to chairs, a large number of which have been sent over as models.

An improvement is also suggested in the finish of portions which do not at first sight catch the eye. These are ofttimes left in a rough state, while the outward appearance is everything that can be desired; and unless they have been improved before purchasers come to examine the article, the defects are most noticeable.

There is a very good opening for the sale of well-finished wood-frame bedsteads, which are now coming into more general use. If our furniture manufacturers will give special attention to the matter, there is no doubt a much larger export business can be cultivated.

The railway charges from the seaport, 70 miles distant, to Bradford are very heavy, aggregating in some cases double the cost of conveyance across the Atlantic, and it is suggested that, so far as practicable, shipments should be packed in sections to be put together on arrival here, thus economizing both in freight and packing.

HARDWARE.

The demand for American hardware is greatly on the increase, owing to the superiority of style and finish. Particularly does this apply to refrigerators, steam valves, radiators, and lawn mowers. Lawn mowers are just now being imported from Canada at a somewhat cheaper rate than those from the States, and our makers must inquire into the matter. Engineers' machinery and tools are acknowledged to be far ahead of any others, and command an ever increasing and ready sale.

FRUIT.

Large quantities of American fruit continue to be imported into this district. As soon as the season here is over shipments commence to arrive, and the fruit is disposed of by auction in Liverpool. Apples are particularly in demand, and there is a greater inquiry for them than any others imported. As a rule, they are received in satisfactory condition. Serious complaints were made last season, however, of the manner of packing the barrels, the bulk being "seconds," with "firsts" on the top. The empties command good prices, and the demand is greater than the supply. A gentleman remarked a few days ago he was open to purchase 500 large empty barrels.

PROVISIONS.

There has been a good and steady consumption in this district of American hog meats and lard, said to have been heavier than any previous year, and largely helped by the higher prices ruling for Irish and Danish meats, which are next in volume consumed in the north of England. The meats prepared from heavy hogs, in demand some years ago, are going more out of favor every year, and to retain this market, our curers should give every attention to the mildness of cure and the selection of hogs for a leaner class of meat. Borax-packed meats are preferred to the dry salted, in consequence of the preservative properties and the prevention of oversalting.

With regard to pickled cured hams, I would impress on all our curers the folly of holding this meat too long in pickle (for speculative purposes), of which many instances have been noted this season, with the result that for a time the meat has been unsatisfactory and the brand less popular.

GENERAL.

The practice of mailing trade circulars, catalogues, etc., wholesale to firms in the hope of securing business, meets with very little success here. There are so many travelers constantly covering the ground and coming in personal contact with the principals that, unless there is some particular specialty they are in want of which can not be met with on this side, there is very little chance of attention being paid to circulars. Enterprising firms who send their representatives over here as a rule meet with success, for they can, by word of mouth and exhibition of samples, lay the merits of their respective goods before the storekeepers and offer inducements for their introduction.

The sale of American products and manufactures is greater in variety and volume to-day than at any previous time, due in great measure to dogged determination on the part of our exporters, combined with excellence in the articles themselves. The building in which this consulate is situated has heretofore been served with three endless revolving elevators, in and out of which passengers have had to step while the machinery was in motion. The proprietor, seeing the danger of the system, has, after considerable investigation, had an American electric elevator, with all the latest improvements, imported and erected. It has been running several weeks and gives such satisfaction that the other two lifts will be altered the same way.

EXPORTS.

The accompanying table shows the value of declared exports from this district to the United States for the years ended June 30, 1899 and 1900, the principal increase being in wool, cotton goods, machinery, stuffs, cotton and silk yarns, and worsted coatings:

Articles.	Year ended June 30—		Increase.	Decrease.
	1899.	1900.		
Alpaca hair	$46,750.97	$128,043.44	$81,292.47	
Animals	900.30			$900.30
Brushes		411.30	411.30	
Camel's hair bagging	1,434.82			1,434.82
Camel's hair tops and noils	36,225.68	41,358.27	5,132.59	
Card clothing	109,157.70	141,430.37	32,272.67	
Carpets and rugs	76.389.67	65,534.89		10,854.78
Chemicals	2,216.36	6,287.40	4,071.04	
Clocks		111.92	111.92	
Combs		1,227.77	1,227.77	
Corks	1,076.71			1,076.71
Cotton	7,380.43			7,380.43
Cotton goods	2,042,984.90	2,965,721.49	922,736.59	
Cow and calf hair	3,684.00	8,485.63	4,801.63	
Cutlery		1,019.33	1,019.33	
Dyestuffs	360.90	736.44	375.54	
Grease, etc	11,726.05	2,014.92		9,711.13
Haircloths	3,157.27	2,116.56		1,040.71
Hemp bagging	169.85	265.59	95.74	
Household furniture	173.61	1,917.85	1,744.24	
Hosiery	146.60			146.60
Iron, steel, etc	89,676.05	85,300.45		4,375.60
Lanterns and slides	515.68	225.62		290.06
Leather	52,645.43	61,588.49	8,943.06	
Linens		1,451.57	1,451.57	
Machinery	222,729.58	497,064.39	274,334.81	
Miscellaneous	730.25	997.61	267.36	
Mohair goat's hair	69,504.96	36,161.55		33,343.41

Articles.	Year ended June 30—		Increase.	Decrease.
	1899.	1900.		
Noils		$1,791.61	$1,791.61	
Oil cake	$1,149.47			$1,149.47
Oil paintings	326.54	194.67		131.87
Paper	6,319.65	7,912.28	1,592.63	
Plants	464.67	1,784.52	1,319.85	
Rags	1,401.68			1,401.68
Reeds and healds	1,267.64			1,267.64
Shawls, etc	19.47			19.47
Silk goods	145,857.33	181,237.95	35,380.62	
Silk waste	4,270.63	8,533.17	4,262.54	
Stuff goods	2,488,859.33	2,695,239.75	206,380.42	
Tape, braid, etc	19,377.43	33,761.17	14,383.74	
Tapestry, damasks, etc	429.33	430.49	1.16	
Thread		1,003.87	1,003.57	
Wines and spirits		284.05	284.05	
Wool	284,983.65	1,486,634.90	1,201,651.25	
Woolen goods	8,421.63	4,512.71		3,908.92
Worsted coatings	239,503.99	388,370.30	148,866.31	
Yarns:				
Silk	633,656.07	789,753.67	156,097.60	
Cotton	53,218.06	258,529.15	205,311.09	
Other	45,041.44	14,430.10		30,611.34
Total	6,714,305.78	9,923,876.91	3,318,616.07	109,044.94
Total increase			3,209,571.13	

T. L. RENTON,
Vice and Acting Consul.

BRADFORD, *September 29, 1900.*

SUPPLEMENTARY.

Consul Day sends from Bradford, January 4, 1901, copy of "The Bradford trade annual review for 1900" (the various articles being written by experts), as follows:

THE BRADFORD TRADE ANNUAL REVIEW FOR 1900.

[Reprinted from the Bradford Observer, December 31, 1900.]

In presenting a review of the Bradford trade of the past twelve months, it is impossible to overlook the circumstance that it is the last of a century; and, although it would be foreign to the purpose to attempt to tell the story of a century's progress in textile manufacture in an article which is merely the retrospect of a year, it may be permitted to note a few of its salient features. It may be said that the worsted trade as we have it to-day is the growth of exactly one hundred years. The first steam engine to work a mill in Bradford was of 15 horsepower. It was started in 1800 by Messrs. Ramsbottom, Swaine & Murgatroyd, and in the following year Mr. Richard Fawcett built another mill; another was erected in 1802 by Messrs. Benjamin and Matthew Thompson, and in 1803 Mr. John Rand built another. Up to that time, although there were a few spinning frames worked by horse gins, the industry was practically carried on in the homes of the people, and 3,000 pieces a week was about the extent of the production of the district. Not until 1826 were power looms introduced by Messrs. Horsfall in their mill in North Wing, and though Cartwright had a comb driven by power so far back as 1827, it was many years before the combing machine was improved into a practical success. The genesis of the modern factory belongs, then, to the very beginning of the century, and not until it was nearly halfway through could we be said to be fairly out of the experimental stage. The last half of the century has witnessed amazing advances. We began the century using only English, Scotch, and Irish wools, between 1840 and 1850 we began to use alpaca, mohair, and Australian wool, and now use just about three times as much imported raw material as we do of the home growth. Until thirty years ago, we made practically nothing for men's wear except linings, and the range of our products in dress goods was exceedingly limited. Now, we produce an almost infinite variety of fabrics in wool, cotton, mohair, and silk in every possible combination, and for the clothing of the people of both sexes in all parts of the civilized world. The mill of to-day, with its electric lighting, perfect ventilation and sanitary arrangements, scrupulous cleanliness and order, is in marvellous contrast to the unwholesome places which were the first attempts at factories, and the condition of the workers is incomparably improved. Profits are no doubt very much smaller on the turnover, but, though the rate may be lower, the aggregate return to capital and labor has swollen to enormous figures. The century has seen its commercial crisis, and in 1874–75 the prophets of evil solemnly dedicated Bradford to the bats and owls. But in the last year of the century, we have come through a commercial crisis without parallel for its danger, and yet without so much as the whisper of panic or the loss of a single firm of importance and good standing. There could be no more convincing proof of the general health and soundness of a great industry.

What is the moral of this retrospect? One hundred years is not a long time in the world's history, and yet, within the lifetime of father and son it may be, we have this marvelous and unquestionable progress all along the line. We ought, then, to have faith in the future, faith in ourselves, and in those who are coming after us. Year by year we seem to jog along in the old ruts and see no improvement, but that is because we take short-sighted views. Looking from a sufficiently high mountain, we can see that all the way has been progress, and we can wish our grandchildren no better wish than that, at the close of the century which begins to-morrow, they may be able to look back over as good a record.

Turning, then, to the past year, how have we fared? If a vote were taken on 'Change to-day the answer would be almost unanimous that 1900 has been "the worst year we ever had." And yet there has been very little shortness of work and no complaining in our streets. Nor has there been any serious check to production. To understand this year, we must go back at least two years. About the middle of 1898, it began to be clear that the commerce of the world had entered upon a period of expansion. For some reason, our own industry seemed to be left out in the cold when every other was already booming. We had not recovered from the blow which the Dingley tariff had struck at the wool industry of Europe, and the purchasing power of the masses at home had not yet to the full extent felt the impetus of the new movement. Hence, although we were warned that a succession of droughts in Australia was decimating the flocks there and seriously threatening future supplies of merino wool, there was no cause of apprehension, because the world's wool production had been growing faster than its requirements, and stocks were very great.

Still, toward the end of 1898 business began to look up, especially in those goods which are made from merino, and prices began slowly to harden. For a long series of years, we had been used to an almost uniformly steady decline in the value of all raw materials, and so the advances were paid with reluctance; but when, last year, iron was advancing by leaps and bounds and other articles began to follow suit, when the output of the African gold mines was checked and attenuated catalogues at the London sales really looked as if, after all, there might be a shortage of merino, men said that we were entering upon an era of higher prices. They lost their timidity, and toward the end of the year became absolutely reckless. The value of 60's Botany tops, which had been 20½d. (41 cents) before the rise began at the end of 1898, had in twelve months risen to 34½d. (70 cents) per pound.

"Many who go for wool come back shorn" is a Spanish proverb quoted by Cervantes. It exactly sums up the story of what has happened in 1900. Men who bought heavily when the price had got to half a crown were sure it would go to three shillings. The wool wasn't there, and people would have to pay the price. That was the argument. The fallacy lay in assuming that a man who had paid 35s. ($8.52) for a Botany worsted suit would have no other option than to pay 45s. ($10.95) when next he went to buy a rig-out. What happened was that he bought something else which was not Botany. The high price killed the trade, in short, and there was a collapse. In ten months, during which there was very little selling, the price fell to 18d. (36 cents). Although probably very few people bought much at the extreme point, most who were in the trade bought heavily at 2s. 3d. (55 cents) and from that to half a crown; and only the "small men" who were forced to realize early in the year can have got out without ghastly losses. At the end of last year, the trade of the whole world was in a prosperous condition, and the tremendous collapse which occurred took everybody by surprise. The plain lesson is that wool is wool, whether it be merino crossbred or Irish, and that no one class of raw material can for long maintain a price which is out of all proportion higher than another. If the world's wheat crops were to fail, and prices were to soar to an extravagant point, we should find that millions who now eat white bread would revert to rye bread and oatmeal porridge until the equilibrium had been restored.

In other respects, the year has been a difficult one. Cotton, which is a more important factor than ever in the Bradford trade, has been dear, and has yet to follow wool. In medium and low-class stuffs, there has thus been an opportunity for

French all-wool goods to compete, and, although the quantity of French goods sold may not have been large, it has been sufficient to depress prices. Some merchants complain that increased prices for dyeing have injured certain branches of the trade, but it is not contended that the old prices were profitable, and against this should be set as a substantial asset the fact that the "Dyers," having placed large contracts for coal before the rise became acute, have been able to give the trade the advantage throughout the year. There has been less development in new directions than for many years, and the crying need of the trade is for something new, though in what direction it may be looked for is hard to say. Mohair is still to the front, and, as ladies are allowed any latitude almost in the choice of materials, it seems likely to maintain its ground so long as fashion sticks so tenaciously to plain goods. We are glad to know that our suggestions as to the possibility of Bradford manufacturers making a bid for the all-wool dress trade have led to some most successful and encouraging excursions in this direction. We have still much to learn in regard to the spinning of mule yarns from short wools, and the vast resources of the River Plate are still almost untouched by us. But in the sizing and preparation of single warps, which is one of the essentials to success, our manufacturers have no longer any need to fear results, while in the finishing of the pieces when woven, Bradford can bear comparison with the best foreign practice. Germany has been suffering from the over-expansion of all her industries, and financial tightness has restricted her buying energies. As she is by far the most important customer for our yarns, the export yarn trade has been under a cloud for some time, and prices have relapsed to a very low and unremunerative level.

Although the year closes with prospects anything but bright, and with a good many sore bones, prices generally are upon a low and tolerably safe basis. Stocks of "dear stuff" have either been absorbed or written down, and neither in tops, yarns, nor goods are they accumulating. Whether the withdrawal of troops from South Africa will derange matters or help to mend them is at least debatable, and the payment for the war has yet to be felt—as it will be felt sooner or later—as a burden. But America has had her period of reaction, and is coming out of it, and it may be in our own case that we have not yet come to the end of the period of expansion which, beginning in 1898, was checked in the middle of 1899 by the Transvaal trouble. But any attempt to retrieve the losses of this year by speculative movements in the next are pretty certain to end in disaster.

WOOL, 1900.

While poets, philosophers, and moralists are engaged tolling the passing bell of the nineteenth century from their own particular bell chamber, we need offer no apology for departing from the usual matter-of-fact method of reviewing the course of the wool trade. Commerce, with its glamour of gold, its sordid preoccupation, and its ofttimes dull and depressing toil, has nevertheless its romantic side. And if the history of our own special section of it for a hundred years could be written by the pen of a Macauley, it would doubtless prove as stimulating to the intellect even of the ordinary business man as did the celebrated History of England to a past generation of politicians. Mere cut-and-dried statistics are not our cue on this occasion. We escape their thraldom by giving them in a sheet of tables which the statistically inclined can study at their leisure. We wish to raise our eyes from the milestones for a while and take a comprehensive glance at the main features of the landscape through which we have passed.

Scattered over the distant plains of Australia, where the silence is only broken by the plaintive "cooey" of the lonely colonist pleading for the companionship of his fellow-man; guarded by numberless estancias which dot the million of acres watered by the mighty La Plata; disturbed for the moment by the clang of arms on the rolling veldt of South Africa, all unconscious of his own importance, browses in peace the dainty little sheep which is familiar to us by the name of Merino. There are few men who are possessed of sufficient imagination to understand what a million really means, and there are still fewer who have exercised their intellectual faculties so far as to comprehend, with any degree of completeness, all that is comprehended in the word merino. And yet we are in the habit of talking about millions of Merino sheep as if we were evolving a mere passing market report. The present, however, seems to be the psychological moment for dismissing mere details and trying to get at the true inwardness of our daily avocation.

Toward the close of the last century, there were on the vast island continent of Australia precisely 105 sheep. Toward the close of the present century, there were considerably over 100,000,000. As a mere matter of statistics, it would take a trained intellect to understand what this one fact in all its completeness means to the industrial population of Europe and North America.

To confine ourselves for a moment to our immediate outlook, what is patent is the fact that a few seasons of drought and its consequent mortality among sheep in distant Australia have reduced its magnificent flocks during the last few years by 25,000,000 head, and have put an important industry through the most remarkable crisis in the memory of man. We note, in passing, that this loss has fallen mostly upon the pure descendants of the Merino sheep, and has affected the whole manufacturing world, in consequence of the resulting short supply of merino wool, about which more presently.

But the Merino sheep is the joint parent of all the flocks of Australasia, of South Africa, and of the La Plata, and in any survey of the importance of his position, the vast and various families of crossbreds must be included. Not to go into minute details, the value of the wool produced in those countries is nearly forty million pounds sterling. The full significance of this great fact is very imperfectly expressed in figures. On the 1st of January, 1901, the federation of the Australian colonies will be complete, and "The Commonwealth of Australia" might fittingly emblazon the Merino sheep upon its coat of arms. Wool is the backbone of the prosperity of the new State, as it has been the chief factor in the growth of its integral parts. Speaking broadly, its receipts from this commodity are £20,000,000 ($97,330,000) per annum, and although this source of wealth has received a check during the past few years, there is every reason to expect in the future a vast expansion of this already marvelous production. We can only take a brief review of what wool means to our colonists and ourselves. In its initial stages, it finds employment for an army of shearers, classers, packers, carriers, dock laborers, and clerks. It has called up, like the genius of the wonderful lamp, piles of palatial warehouses and stores and hundreds of acres of docks. It is borne across the main by tens of thousands of tons of shipping, and puts a handsome fortune into the pockets of the owners of the British mercantile marine. The value of it to the port of London alone can only be imagined. To bring our thoughts right home, our native place has risen during the century from being a mere village to be a city of no mean importance. If we look around at our mills, our warehouses, and our public buildings, it needs no great effort to imagine that Bradford is built of wool. And most of its growth is due to our little friend, the merino and its offshoots.

Some forty years ago, sundry enterprising Australian wool growers turned their attention to the production of long wool by crossing Merino with the English Leicester breed. In 1864, following upon the close of the American civil war, there was a boom in English wool which was the prototype of the one we have just passed through in Merino. The traders of that period believed that there was a famine in long wool, and the price of Lincoln hogs got up to 2s. 8d. (65 cents) per pound. This turned the attention of wool users to the colonies for relief, and the Bradford Chamber of Commerce took effective steps to supply colonial wool growers with suitable stud sheep. This movement of itself would form an interesting chapter of local trade history, but suffice it to say that the outcome of it was the celebrated crossbred sheep which now runs its cousin, the pure Merino, hard for the first place in the market.

For the first twenty years of its existence the crossbred had to rely on the wool trade for its encouragement, but early in the "'eighties" it was found practicable to bring over frozen mutton from the colonies, which gave another impetus to the cultivation of the crossbred, which is an ideal mutton sheep. It may be said that the frozen mutton trade created the crossbred sheep husbandry in the River Plate, whose vast and growing production had hitherto been confined to the Merino. The result has been that in 1899, it was estimated that out of a production of 540,000 bales of River Plate wools, two-thirds were crossbred. Coming to the later history of the trade, we must include the whole production of the Merino and its offshoots, drawn from Australasia, the Cape, and the River Plate. The part played by the cultivation of the crossbred upon our recent fortunes will be best understood by a glance at the following figures, which we quote from Messrs. Schwartze:

Colonial and River Plate wool.

[Imports for the season in million pounds clean wool.]

Year.	Total.	Merino.	Cross-bred.	Proportion of cross-bred.
				Per cent.
1889	429	355	74	17.2
1891	462	380	82	17.7
1893	497	382	115	23.1
1895	580	396	184	31.7
1897	586	354	232	39.6
1899	574	312	262	45.6

It is interesting to note that in 1880, the import of crossbred probably did not exceed 4,000,000 pounds clean wool.

If we take the production of River Plate alone, the figures are still more striking.

River Plate wool.

[Imports for the season in million pounds clean wool.]

Year.	Total.	Merino.	Cross-bred.	Proportion of cross-bred.
				Per cent.
1880	139	118	21	15
1885	122	98	24	20
1890	140	105	35	25
1895	184	92	92	50
1897	218	87	131	60
1899	234	79	155	66
1900	223	75	148	66

These figures are the result of our own efforts to reconcile somewhat conflicting authorities, and are only intended to give an idea of the situation as regards this source of supply. The amounts are stated in "clean wool" for purposes of comparison. As to the present situation with regard to raw wool from the River Plate, a well-informed correspondent gives the following, of course with some reserve, as the figures of recent date are difficult to arrive at:

Imports from the River Plate.

	Bales.
Season November 1, 1898, to October 31, 1899	530,841
Season November 1, 1899, to October 31, 1900	444,036

The apparent shortage is 86,805 bales, but owing to the increased weight of bales as compared with the previous years, the shortage should be taken as equal to not more than 40,000 bales. But we are told that there are still 25,000 bales of the last clip lying in South America, so that the total shortage may be taken at 15,000 bales. The shearing of the new clip having only just ended, it is difficult to form an opinion as to the quantity forthcoming, but it will be more or less interfered with by heavy floods in the Argentina and consequent mortality among sheep.

Imports of Cape wool.

Season ending November—

	Bales.		*Bales.*
1895	269,000	1898	279,000
1896	288,000	1899	267,000
1897	274,000	1900	139,000

The falling off in this item is very striking, but is explained no doubt by the state of war, and by the fact that 1900 only stands for ten completed months of the year.

All these figures go to show that there has been a continually growing shortage of merino wool since 1895. We are not, however, likely to forget this. It has been dinned into our ears ad nauseam. That story, which is almost tragic in its intensity, is nevertheless quite easy to tell. The trade was fully aware of the decrease in the Merino flocks, and yet during the four years of drought in which the shortage recurred, very little notice was taken of it. In 1898, the effort to climb from 19¾d. to 22½d. (38¾ to 45½ cents), seems to have exhausted the energies of the trade, and prices dropped back during the last quarter of the year to 20½d. (41½ cents). At this point, the knowledge that there was a repetition of drought and mortality lifted prices again to 22½d. (45.6 cents). But even so late as February, 1899, there was considerable hesitation as to its effect on the market, and prices actually receded a half-penny. Indeed, many people who had been holding full stocks in anticipation of a scarcity sold out, and had afterwards to replace at a much higher price. For when once the shortage idea did get hold of people's minds, the movement became feverish, and in fact never cooled until 27d. (54.7 cents) was reached in May. The rise from that point was so steady and continuous up to 30d. (60.8 cents), that it is no wonder the whole trade was deceived by it, and came to believe that the condition of trade had undergone a complete change, and that we were in for an altogether higher basis upon which to calculate the movements of merino wool. But by this time users of wool were well supplied, and the subsequent movement may be put down entirely to speculation, both inside and outside of the trade. During the month of November, tops went up 4d. (8 cents) a pound, a rise of unexampled rapidity, and by the middle of December the record price of 34½d. (69.9 cents) was realized. Extravagant as this seems to us now, it was mild compared with operations in the colonies and Argentina, where prices were paid equal to 3s. 3d. (79 cents) per pound for tops. This period, which coincided with the Australian sales, marked the climax of the fever.

The product has been engaged almost ever since in getting down to the lowest point touched for three years, and if we leave out of consideration about a month in 1897, and two months in 1894–95, the lowest point touched for more than seventeen years. The fall in the value of tops from the middle of December, 1899, to the middle of April was 10½d. (21 cents) a pound, i. e., from 34½d. to 24d. (69.9 to 48.6 cents), when a small rally occurred to the extent of a half-penny. After that, there was again a drop to 21d. (42½ cents), with another small recovery of a half-penny or less, followed by a fall to 18d. (36.4 cents) in November.

At this point, producers of tops seem to have lost their heads in a pessimistic direction as completely as they did twelve months before as optimists. Large orders were taken for future delivery at 18d. (36.4 cents), for which, however, the sellers may have had some justification, arising from early purchases in the colonies of the new clip. This price was, however, never taken for tops out of stock for immediate delivery, and has now disappeared. Prices, both here and at the Antipodes, have gone up, and to-day 19½d. (39½ cents) must be quoted as the price of super 60s although the market is "difficult." Considerable quantities of wool have been sold in London, "between sales," at fully equal to this price, but buyers in Bradford are by no means keen at it.

In the language of the period, traders are asking, "Where are we now?" So far as can be observed at present, there are "no bones broken," in the Bradford trade at least. Anyone who thinks for a moment must see that with a fall of something like 1s. 4½d. (33.4 cents) per pound in tops, and more in some cases, millions of money must have been lost by somebody. During a rise in price, the producer of any article is continually selling, and the accruing profit is divided into many items and among many pockets; but with a fall such as we have had, there has been very little division and the holder of the stock at the top has perforce had to bear nearly all the loss. It is therefore nothing less than marvelous that we have had so few failures, and our immunity from panic speaks volumes for the stability of our city. On the Continent, however—and the trade in merino being cosmopolitan, must be considered as a whole—the case has been rather different. The facilities in foreign markets for pure speculation are so great that sanguine people of all grades were led into very grave commitments, and no one who had watched the proceedings in the "Terme" markets of Antwerp and Roubaix could be much surprised at the dreadful collapse which occurred in those centers. Throughout this most extraordinary movement, no one could have been more outspoken than we have been. We have repeatedly warned our readers against the futures market, and can not, therefore, be suspected of sympathy with it. But, as "a straw shows which way the wind blows," the Marché à Terme is worth watching, as it shows what is in the mind of the continental operator, although it is no criterion of the actual business demand. It will be noticed that Antwerp and Roubaix led us all the way up to 30d. (60.8 cents), but they did not go with us to 34½d. (69.9 cents). They have led us all the way down, and they have distinctly led us in the very latest movements. The position of the continental wool industries is undoubtedly very bad, and there will be many attempts to galvanize a little hope into the trade by means of speculative operations in raw material. If, however, we have learned anything from our recent experiences, it must be that to-day, more than ever before, an improvement which has its source in the raw material alone is of no permanent value to the trade. The supply is now too large to allow of any fear of a famine, and no amount of "cornering," either in London, Antwerp, or Roubaix, can stem the natural flow of the tide. The great rise in merino wool killed the trade in goods, and until that comes to life again, Contract B and Coleman street may take what measures they please. The situation is summed up in the words, "There is a short supply of merino, but there is probably more than the trade requires."

The history of the great crossbred trade for two years is somewhat of a contrast to its elder sister. Crossbred wool certainly was dragged up in price at the close of last year exactly in proportion to its nearness in quality to merino, but with the exception of about five months, when the boom was at its height, 40s. crossbred tops have varied very little in value. In November–December, they got up to 13d. (26.3 cents)—more nominal than real—but by the end of March they had got back to 10½d. (21.2 cents) and later to 10d. (20 cents), whilst for the last five months they have hardly varied from 10¼d. (20.7 cents). Coincident with the boom in merino, there was a strong effort to improve the position of crossbred from the manufacturing side. Cheviots and other effects had been already introduced, and the high price of merino undoubtedly gave them a fillip. Although the raw material was not able to maintain the 25 per cent advance obtained at the end of 1899, there is no doubt that the altered requirements of the trade have enabled crossbreds to pursue a steady and even course during the last nine months, mostly at the expense of the merino. In this connection it is interesting to note that whereas in December, 1899, the margin between the price of 40s. ($9.73) and the price of 60s. ($14.60) tops was 21d. (42.5 cents) per pound; at the present moment it is only about 9d. (18 cents).

English wool has varied very little, with the exception of Downs and kindred fine wools, which sympathized with merino at the end of 1899, and have not quite lost the advance obtained then. Luster wools, however, as will be seen from the course taken by Lincoln hoggs, have for three years gone crawling along the bottom like a flatfish seeking a lower level. Wethers for the whole of the last twelve months have been a drug, and to-day are hardly salable, the nominal price being 6¾d. (13.6 cents). An exception may perhaps be found in Yorkshire hoggs, which have been taken for the fine dress trade at about a penny above Lincolns, owing to their extra quality.

The following figures show the wool situation in America, which, from an interested point of view, may be considered to be improving. The domestic production is a little larger, but the general stock appears to be resuming its normal position, and we shall, no doubt, have American customers presently both for English and colonial.

Wool in the United States.

[In millions of pounds.]

	1898.	1899.	1900.
Domestic wool clip	267	272	289
Domestic on hand January 1	127	225	123
Foreign wool on hand January 1	49	66	25
In bond Jauuary 1	25	58	45
Foreign wool imported January 1 to July 1	69	46	96
Total year ending June 30	537	667	578

At the end of the year and at the end of the century, we have the negative satisfaction of knowing that things are not likely to get worse in any direction. Labor is fairly well employed, money is not very dear, prices are very low, and we are for the present cured of the fear of famine in wool. The trader in wool will doubtless be glad to enter upon a new century with the hope that springs eternal in the human breast, and will be well content to let the nineteenth century vanish into the infinite azure of the past.

MOHAIR AND ALPACA.

The distinguishing feature of the year's trade in mohair has been its extreme steadiness as regards values and an entire absence of violent fluctuations. In this respect, the course of the trade during the past three years has been in marked contrast to the flurry in merino wool, which for the time being seems to have altogether supplanted mohair as a purely speculative staple. But, on the other hand, although prices have been so steady, business has been singularly quiet throughout the year, and thus in remarkable contrast with the previous year's almost incessant activity, when every month was a selling month, and prices rose as the year progressed. This year there has been no rise in values, and during the second half of the year, prices have declined slightly month by month.

In the early part of the year prices remained exceedingly steady, and a fair business was done, but largely in anticipation of the actual requirements of spinners. Dealers having done a good, sound business in 1899 did not push their stocks unduly, or probably the inherent weakness of the market would have been discovered earlier than it was. As it was, when the weight of the new clip came on the market, the slow demand for export yarns produced a feeling of timidity. Prices had been giving way a little, perhaps a farthing a month, ever since the beginning of the year, but in July there was a marked fall, amounting to about three halfpence, or, say, three pence from January. At that level, prices have continued almost absolutely without variation to the present time. During the past seven months, there has only been one brief period of free selling. This occurred in the middle of September, when for a week or two large sales were the order of the day, and prices stiffened slightly in consequence. Users, however, declined to "follow on," and the market quickly resumed its dull and inactive character.

One peculiarity of the year's trade has been the steady consumption of the finest classes of Turkey and Cape, and the almost complete neglect of the medium and low qualities. As a consequence, stocks of these latter classes have been accumulating in the hands of both spinners and dealers, and prices are correspondingly depressed. Prices of Turkey average, starting at 20d. (40.5 cents) in January, were held pretty well to March, after which there was a little weakening, and in May and June 18½d. to 19½d. (37.4 to 39.5 cents), was the price. In July, the price had come down to 17½d. (35.4 cents), and the year closes with 17d. (34.4 cents) as the market quotation. The usual spring and autumn demands have largely "missed fire," and the trade throughout the year has been of a hand-to-mouth character. Cape firsts have been altogether out of fashion. As in 1899, the demand has run almost entirely upon yarns for the dress trade, and these take the finest hair only. Capes are lacking in quality, and as there has been little or no braid trade to absorb 32's yarn, they have declined in value rather more than Turkey. Beginning the year at 18½d. (37.4 cents), they held their price until the new clip came in view, when they weakened to 17½d. (35.4 cents) in May, and have slowly drooped ever since, until they are now quoted at 15d. (30.4 cents), although this is a merely nominal price. Cape hair has, in fact, suffered from a continuance of the conditions noted in our report last year, and the observation which we made then might be repeated to-day word for word.

For three or four years past, there has been a steady and probably increasing consumption of mohair for dress goods. These fabrics can only be made from hair of fine quality—it must spin to a fine count, and must have great brilliance. Now, the Cape growers, tempted by the big demand of former years for braid yarns, wherein quality is of less account, devoted their energies to increasing the weight of the fleece at the expense of quality. But the mohair grower is not exempt from the law expressed in the common aphorism, "You can not have your cake and eat it." Cape firsts do not come up to the standard of the trade to-day. There is no reason why as good mohair should not be grown in South Africa as is grown in Asia Minor, if care is exercised to maintain a pure breed and to allow the hair to grow a full length before the clip. But as the result of the action of the Cape flock masters, the bulk of Cape firsts is now only of 32s. quality, and unless there should be a revival of the braid trade, of which there are at present no trustworthy indications, Cape hair is likely to be more or less a drug in the market. Already, there is a clear margin of 2d. (4 cents) in the pound in the price to the advantage of average Turkey, and that margin seems likely to grow even larger. This, however, does not put the case in its worst aspect for the Cape grower. As a matter of fact, the trade has been running rather upon qualities that are above "average" Turkey in quality, and command even higher prices. Inasmuch as the demand for bright dress stuffs is now apparently reestablished upon a firm footing, there is a reasonable prospect of a continued large requirement on the part of manufacturers for just those descriptions of hair which at present the Cape fails to produce, except in the form of "kids." There is always a demand for the best, and it is safer to produce what will command a fair price even in times of depression, than to glut the market with something that may or may not be wanted.

The imports for the year have been considerably below the average. The quality and condition of the Turkey clip have been fully up to past years, but the quantity coming forward has been less, and if comparison be made with 1899, it shows a startling shrinkage. It should be borne in mind, however, that the importations from Turkey in 1899 were quite phenomenal. It may be remembered that just when the clip was coming on the market in that year, the price jumped up 2d. to 3d. (4 to 6 cents) a pound, and that prices continued to harden somewhat till near the end of the year. The result was that every available bale was sent forward, and in our last year's review, we ventured to predict that the importations for the first five months of 1900 would be upon a smaller scale than usual. This is exactly what did occur, and although it may be that stocks in Constantinople are undoubtedly heavier than they were at this time last year, they are not by any means above an average, if, indeed, they are up to the average of a period of years. If the imports of this year and the previous year be added together, it will be found that we have still got several thousand bags more in hand than we had in the previous two years. The Cape imports, however, show clearly enough the disastrous effects of the war. Many thousands of goats are supposed to have been sacrificed to the exigencies of Tommy

Atkins's not too delicate appetite, and apart from any loss on this head, there has been great derangement of transport throughout the year, and no doubt a good deal of wool has yet to come down to Port Elizabeth.

Imports of mohair and alpaca for eleven months.

Year.	Mohair.		Alpaca
	Turkey.	Cape.	
	Bales.	*Bales.*	*Bales.*
1897	56,000	25,800	31,626
1898	55,694	20,881	29,332
1899	70,978	26,121	35,723
1900	44,837	15,896	34,802

In alpaca, there has again been a very steady business, with a large consumption; but for some reason which is not very clear, there has been a continued fall in the price of the raw material. No doubt, it has been influenced in some degree by the decline in the value of mohair, and even of wool. There does not, however, appear to have been any considerable falling off in the consumption, as will be seen from the returns as to the year's imports. Stocks at the middle of December were 9,250 bales in Liverpool, as against 4,100 a year ago, but they are by no means excessive as compared with previous years. In December, 1899, some M. F. H. fetched as much as 18d. (36.4 cents), but in January of this year and in the beginning of February, some hundreds of bales of average were sold at 16d. (32.4 cents). In March, the price had fallen to 15d. (30.4 cents); in April there was a further decline to 14–14½d. (28.3–29.3 cents), and in June to 13½d. (27 cents). July witnessed a slight rally to 14d. (28.3 cents), but in August there was again some weakness, the lowest point touched being 12¾d. (25.8 cents). In September, values recovered somewhat and ruled steady at 14d. (28.3 cents) until the present month, when they gave way a little, some heavy transactions taking place at 13–13½d. (26.3–27.3 cents).

YARNS.

In reviewing the past year, we may say that it has probably been the most disastrous ever experienced by the great body of spinners who make fine wool yarns, whether Botany or similar qualities. And in view of the fact that a generation ago, the fine wool trade was a much smaller matter than it now is, we are safe in saying that this year may lay claim to be the worst of the century, as far as the Botany spinner is concerned. The depression which followed the boom of 1895, though severe, did not entail such a heavy and continuous fall in the prices of Botany and allied yarns. Even in the reaction which followed the inflated prices of 1870–1874, there was no one year which could vie with 1900 in the suddenness and severity of the losses on all descriptions of fine wools.

We have had our year of disaster, following close on the heels of our year of abnormally high prices, and what have we learned by it? It seems to us to convey at least one clear lesson, that in the textile world as soon as any one class of material reaches an extra high price, other classes of material at once begin to be used more largely, and thereby prices are again reduced to a somewhat normal level. To the philosophic mind, this phenomenon of trade fluctuations is full of interest and difficulty. It seems incomprehensible that some hundreds, nay, thousands, of presumably hard-headed, shrewd business men, just recovered from the baleful effects of the boom of 1895, should have plunged into a still worse boom in 1899, only to emerge in 1900 with lighter pockets and heavier hearts. Considered in the light of what we now know, what was there a year ago to rush prices up to almost double what they had been in normal times? As we pointed out in our last annual report, when Botany reached an abnormally high point, the trade would naturally be diverted into other channels, and when the working man found that his tailor asked 50s. ($12.22) for the suit of Botany worsted, he would naturally choose the equally durable, if coarser, crossbred or woolen cloth. This has been amply proved by the trade of the past year. As a general thing, we may say that the finer qualities of cloth made by a manufacturer, the worse that manufacturer has found trade; whereas, on the other hand, makers of cheap cloths, whether worsted or woolens, and especially the latter, have been able in many cases to keep running either full time or nearly so.

The immediate consequence to the yarn spinner and the merchant has been that they have found the utmost difficulty in getting adequate particulars against contracts placed during the rosy time of 1899, and, further, that throughout the whole of the past year, the buying has been of the hand-to-mouth description. And, as was to be expected, the number of failures has somewhat exceeded the usual amount, though, happily, we have escaped from any disastrous crisis such as overtook our neighbors across the Channel. Last September, the ever-increasing trade depression in Roubaix and Tourcoing had reached an acute stage, and a terrible collapse ensued, entailing many heavy failures, followed by widespread misery, and in one or two cases by suicide. This was the result of heavy speculations in Australian and Buenos Ayres fine wools, bought at famine prices, held first hopefully, then stoically, and ultimately despairingly, until absolute necessity drove the holders to realize at a terrible loss, and the position was summed up in one short and grim sentence: "Thirteen firms have failed, owing £3,200,000" ($15,572,800). One effect of this disaster has been to draw the public attention, both abroad and at home, to the evils attendant on or possible by heavy speculation in wool futures, and it was proposed to deal with this by legislation.

The obligation to realize, however, has not been confined to wool dealers. There has been, especially in the foreign spun hosiery yarn branch, a great feeling of insecurity on the part of buyers, who have been unsettled by having heavy stocks of yarns offered to them at extraordinary prices by firms requiring prompt relief from financial pressure. One rather singular feature in the course of business this year has been that in many cases, the very soundness of a firm's standing has been instrumental in increasing such firm's losses. Others of weaker credit were obliged by their banks to realize on their stocks months before their richer competitors, and thereby they escaped the severer losses which the wealthier firms experienced.

A striking proof of the depreciation in values this year lies in the prices of 2-60's Botany. Last December, the ordinary 2-60's stood at 3s. 5d. to 3s. 6d. (83 to 85 cents); by the beginning of August this year, it was quoted at 2s. 3d. (54.7 cents), although 60's tops were 1s. 10d. (44.6 cents) at the time. This represents a drop of over 35 per cent in 7 months. And no profound depth of intellect is required to see that such a fall meant heavy loss to every man who bought and did not sell again promptly.

Probably, those who have suffered least during these bad times have been the yarn merchants, who are neither obliged to hold heavy stocks nor to keep frames running. But even in their case, this year has been eminently unsatisfactory. Trade abroad has been so dull that orders were anything but plentiful, and when they did come, the competition was so keen that the margin of profit has often been in danger of disappearing altogether. And another cause of disquietude has been the prolific crop of claims and cancels which this falling market has produced. In this respect, the merchant not infrequently stands between the devil and the deep sea. His customer abroad sends in a cancel, or a claim for bad spinning, or depreciation of quality, etc., which the spinner, in conscientious virtue, real or assumed, refuses to allow, and so while in theory the merchant is in no way responsible, yet it may happen that he eventually becomes the loser, preferring rather to pay the claim he can not recover than risk losing the customer. Still, despite these drawbacks, the yarn merchant has not had such trying times as have fallen to the spinner and wool or top merchant. For one thing, he has been comparatively slightly affected by the drop in Botany yarns, as this class plays a small part in the total yarn exports. The loss, therefore, has been chiefly of the indirect kind, caused by the general depression abroad and by the consequent tight hand kept by the foreign bankers on their clients engaged in the textile industries.

So much for the general course of the yarn trade—and not a very cheering course, either. To review the year more in detail, we may say that the first eight months were the worst; since then the drop in prices has been less marked, until now we seem to have reached the bed rock, and people say that any more there may be will be in an upward direction.

It is a relief to turn from the fine coating yarns to other sorts, and we are glad to say that no other class has had such an unhappy record. For instance, the 2-40's and 2-32's weft trade, though generally speaking quiet, has not suffered from the same heavy drop as the Botany yarns. In January, an ordinary 2-40's worsted stood at about 1s. 8d. (40.5 cents) in hank, and 1s. 9d. (42.5 cents) was made for cheeses, as the latter were in great demand. As the year wore on, the price gradually sank, and by the end of February it was at 1s. 6½d. (27.5 cents); by June there was another 1d. (2 cents) drop, and in August the price was down to 1s. 4½d. (33.4 cents), since when it has declined very little. The price seems now fairly steady at 1s. 4d. to 1s. 4½d. (32.4 to 33.4 cents), though in one or two cases even 1s. 3¾d. (31.9 cents) has been accepted. The 2-32's weft trade has followed the same course as the 2-40's. Throughout the whole year, the braid trade has been considerably depressed, and had it not been that 2-40's worsted was used largely in other ways, this branch of the yarn trade would have been in a very poor condition.

The mohair yarn trade has happily been better, and the fluctuation in prices has been comparatively little. The fashion still runs on bright makes for dress goods, and this, of course, entails a demand for both lusters and mohairs. And besides this, the coming fashion for furs for trimmings, etc., will help to keep up the demand for mohairs, as some excellent imitations of furs are now made from long-stapled mohairs. So there seems to be no probability of any collapse in either the mohair or the luster trade. It is a noteworthy fact that while all other classes of yarns are now as low or lower than they were before the boom of 1895, mohairs are at least 30 per cent dearer than they were in 1894, and the years immediately preceding. For instance, the 2-32's ordinary mohair, purchasable in 1894 at 2s. (48.6 cents), has remained during all this year somewhere near 3s. (72.9 cents), getting down to 2s. 9½d. (67.9 cents), then back to 3s. (72.9 cents). And from all one can see, there seems no probability whatever of prices coming down to 1894 level. The luster tube trade has also kept well up, and in some cases spinners have been well supplied with orders for weeks beforehand.

The taste for bright goods in dress materials has naturally given an impetus to alpacas and lusters, besides mohairs, and some good orders in these yarns on tubes have been received. Prices have remained fairly steady, there being no sign at all of anything approaching the collapse which overtook the Botany trade.

In thick count worsted yarns, such as crewels and spirals, the trade has been very disappointing. The German market for crewels has been very flat, and the demand for spirals, both at home and abroad, has nearly ceased. The trade in thick worsted loops has also fallen off greatly, and it is said that there are stocks abroad which must be used up before any good orders are likely to be sent here.

The difference in price between 2-40's Botany in oil and Botany mixtures has varied somewhat during the year, and has never been the normal 6d. (12.1 cents) per pound. This is explained by the fact that the Botany mixture spinners have been better engaged than those who spin whites only, and in consequence, Botany mixtures and colors have not sunk at any time during the past year to what we may call slump prices.

In the great hosiery yarn branch, people are suffering largely from last year's purchases, and contracts at high prices are laboriously being wiped off. Then again, there has been a good deal of cutting done to secure new business, and some foreign firms have accepted prices which made our home spinners groan in spirit. It is said that, as a general thing, the hosiery manufacturer will lose all the profits he made last year, and a good deal more, before the hosiery trade regains its normal condition.

The other branches of the yarn trade, such as camel-hair cashmeres, alpacas, knitting, and fancy yarns, have shown no specially noteworthy feature. There has been some demand for cashmeres, and a still better demand for worsted and woollen yarns containing plenty of kemps, and now there is springing up a trade for worsted mixed with mohair, but these are all specialities, and don't run to any great bulk.

As might have been expected, the board of trade returns show a considerable falling off in the export of yarns during the past year. At the time of going to press we have only the returns for the first eleven months, but a comparison with the corresponding eleven months of 1899 will give a fairly correct average for the year. Germany (including Austria) still remains by far our biggest customer, taking 40,750,100 pounds out of the total of 61,563,300 pounds of worsted, mohair, and alpaca yarn exported from Great Britain and Ireland during the past eleven months. Our exports to Germany have dropped 10 per cent from January to November, inclusive, this year; Russia is still worse, having taken 16 per cent less than last year; France has dropped 5 per cent; Sweden and Norway 9 per cent less than 1899. Belgium is practically unchanged, and Denmark and Holland show a slight increase of 4 to 5 per cent. The total worsted yarn exported was about 10 per cent less than last year, but the mohairs and alpacas have fared even worse, having gone down 18 per cent since 1899.

Yarn exports.

[Eleven months ended November 30.]

Woolen, worsted, and mohair yarns.	Quantity.		Value.			
	1899.	1900.	1899.		1900.	
			English money.	United States currency.	English money.	United States currency.
	Pounds.	*Pounds.*				
Woolen yarn	1,064,900	982,800	£90,947	$442,594	£85,997	$418,504
Worsted yarn:						
Russia	3,252,400	2,732,600	293,555	1,428,585	265,510	1,292,104
Sweden	3,651,500	2,149,700	266,858	1,298,664	160,910	783,069
Norway		1,161,300			84,550	411,463
Denmark	1,941,600	2,018,700	146,719	714,008	157,300	765,500
Germany	38,633,100	34,718,500	2,871,865	13,975,931	2,667,003	12,977,970
Holland	1,816,200	1,901,400	135,117	657,547	139,881	680,781
Belgium	2,706,000	2,674,000	211,653	1,030,009	212,393	1,033,611
France	2,632,200	2,509,800	210,957	1,026,622	209,272	1,018,422
United States	103,600	34,200	13,514	65,766	2,831	13,777
Other countries	2,521,000	2,150,000	210,476	1,024,281	189,372	921,579
Total	57,257,600	52,050,200	4,360,714	21,221,413	4,089,014	19,898,226
Yarn, alpaca and mohair:[1]						
Russia	11,629,900	873,100	1,605,652	7,813,905	148,143	720,938
Germany		6,031,600			875,581	4,261,015
Belgium		797,700			111,372	541,992
France		1,164,700			164,785	801,683
Other countries		646,000			77,480	377,056
Total	11,629,900	9,513,100	1,605,652	7,813,905	1,377,321	6,702,684
Yarn, hair, or wool (unenumerated)	4,085,800	4,649,900	93,673	455,860	116,068	564,845

[1] No countries were shown separately prior to 1900.

In conclusion, we may remind ourselves of the old adage that the darkest hour immediately precedes the dawn: We have certainly had the dark hour, and dark and long it has been. So we shall welcome the dawn all the more heartily when it comes. And probably it will not be the tropical dawn, swift and bright, but will come gradually in good European fashion. It is expected that the next month or two will be trying, as the banks may have to pull up a firm here and there whose overdraft has passed the limit, but by next spring we may hope to see trade again in a normal state, the difficulties in South Africa lessened or nearly over, and our legislators at liberty to give heed to home reforms.

PIECES.

The last three years of the century have been years of violent contrast in the history of our local industry. The year 1898 was "a sorry one for both manufacturers and merchants," and closed with anything but a cheering outlook; yet the year that followed it witnessed the most remarkable boom ever experienced, and finished up with high prices and a generally confident anticipation that we were in for a spell of good trade. And now, almost everybody is glad to see the end of 1900 as being a bad and disappointing year. The reasons for this are not far to seek, and were, indeed, suggested by the very feverishness of business in the latter part of 1889. In the worsted and woolen branches, operations from September to Christmas of last year in the home trade as well as in some of the shipping departments were on a scale quite without precedent except in the palmy days of the American trade. Very few people believed in the rise which began in the spring, but when the summer went by, with prices still hardening, they came in and bought dear stuff in very much larger quantities than their immediate necessities required, only because they had been led to believe that if they did not secure it then, they would never get any more! Writing twelve months ago, however, we said: "This exceptionally heavy buying of worsteds is perhaps the least satisfactory feature in the situation at the present moment, for there is reason to fear that users have now more than satisfied their needs for the present, and may show some hesitation in taking up all that they have bought." But the most hardened pessimist did not venture to predict such a shocking fulfillment of this warning as has actually occurred. Before the year opened, the dry rot had set in as regards all goods in which Botany is the predominating factor, and very soon, when the opening of the London sales revealed that there was still as much merino left as the world was likely to want, there came a sharp drop in prices. This had the inevitable effect of delaying any further business, and, worse still, of making trouble in regard to business done months before. At the beginning of this present, month there were bales of goods lying in the railway warehouses which had been there since January or February, and which the purchasers were now anxious to resell at the very lowest price of the year. Of course, this is an extreme case, but it is worth while noting as an illustration of the difficulties which all manufacturers and merchants engaged in the Botany trade have experienced, in inducing their customers to take deliveries of their orders. And although happily instances of actual repudiation are comparatively rare, it is too often the case that some compromise has to be arranged, and that thus both manufacturers and merchants are forced to sacrifice their profits in the transaction. Judged by the board of trade returns for the first eleven months, the exports of worsteds and woolens has not been unsatisfactory. In worsteds (all-wool coatings) there is a decrease of about 10 per cent, and in woolens there is a substantial increase. In the home trade, also, if deliveries only be considered, the turnover probably has not been much below the average, though less, of course, than in 1899. But so abnormal in quantity was the buying of that year that the trade, as it were, overflowed far into this year and so kept manufacturers from feeling the want of new orders. Their difficulty, however, was great in getting "particulars." Prices declined steadily throughout the year until, about the middle of November, they had come back to within about three-halfpence a yard of the lowest point ever touched. It is needless to say that under such conditions, new business has been very difficult to secure.

Turning to the dress trade, the record is not nearly so disastrous. Indeed, but for the trade in all-wool goods, which suffered pretty much in the same way as the worsted coating trade, though in a smaller degree, and for the disturbance in the ordinary course of trade caused by the general reaction from last year's excitement, the year has not been much, if any, below the average. From July to October of 1899, a very big quantity of orders was placed for bright goods and for ladies' coatings at a very small advance upon the scale of February and March previous, and thus the largest part of the rise which subsequently took place was anticipated. In other words, people bought earlier and bought more heavily than they usually do, and hence when prices had been forced up by the dearness of raw material, there were no orders to give out. Some people always buy too late or too soon, and no doubt a few were caught in the upward rush which occurred between October and January last year; but for the most part, goods for this year's spring trade were well bought. At the same time, the amount of business that had been done in anticipation was on such a scale that for months afterwards nothing was wanted, and repeats never came to the manufacturer. A few manufacturers who took orders for the spring did not cover when they might have done, and so were caught, but as a whole it may be said that in the dress trade, little business was done at high prices. Hence in June and July of this year, when prices were coming down, and the previous year's orders had all been worked out, there was a time of extreme depression and gloom. Happily the shipping trade came to the rescue, and this for the last four months has been the salvation of the trade. The autumn trade is year by year decreasing in importance, and this year has been smaller than ever. With the exception of plain coating stuffs, which are very good value at very little money, there has been practically nothing going for the autumn.

As regards styles in the home trade, it may be said that this has been another plain year. The few colored fancies that have been sold have been for blouses. Figured mohairs, most of them blacks, have had a pretty good run, the figures being small on a variety of rep and cord grounds. The old mohair warp figures, on the other hand, have been a very small trade. As for the crepon in the home trade, it is dead, though there is still a small demand for such widely different markets as Egypt and America. Wool figures have almost disappeared. But in plain goods, and what may be termed semi-plain or plain-fancies—dress goods with small armure effects—there has been almost an average turnover during the year. There has been a very big trade in low coating serges and a fair business in cashmeres in several variations, Royalettes for instance. Among the better class plain cloths for ladies' wear, there is still a strong leaning toward French styles, but some very excellent Amazons are now being made in Bradford, and in this direction there are great possibilities. It is, however, in bright goods, plain mohairs and lusters, that the great success of the dress-goods trade has been achieved. For the first five months of the year, makers were all kept busy upon the orders of the previous autumn, and although for two months there was a lull, and since then the demand has not been so good, there are fair indications that mohairs will go again next spring. They are to-day very cheap for what they are, and were never better made or more perfectly finished. Throughout the year, mohairs have kept very steady in price, for although mohair has given way a little, cotton warps have gone up in price. In materials for made-up skirts and costumes, there has been a pretty good turnover, and, as this branch of trade is constantly growing in importance, there is an increasing inquiry for 50-inch and even wider widths, as such cloths cut up with less waste. The Scotch trade has not been at all encouraging, and the Yeadon and Guiseley manufacturers must have had a poor year of it, for their particular makes were never in less favor than during the past year. One rather significant and satisfactory feature in the dress trade is that the year closes with something like a famine in "job lines." About the time of the November stock takings, there are usually plenty of these lines, which are eagerly taken up by London and other wholesale houses for the January drapers' "sales," but this year these were not to be had. Among miscellaneous items, blankets have met with a good sale, perhaps because the requirements of the army have momentarily reduced the competition in the trade, and probably for the same reason flannels have also done a fair trade. Manufacturers of waterproofings have done fairly well on cloths for rainproofing, and the Paramatta trade has been fair, but in cloths for rubbering there has been a collapse, and in low-class goods the proofers are believed to be "stuck" with dear stocks.

Manufacturers of linings have had anything but a good year. In 1899, ordinary Botany Italian weft yarns had gone up from 5s. 4½d. to 9s. 3d. ($1.31 to $2.19) per gross. In July last they had fallen to 6s. ($1.46), in September to 5s. 7½d. ($1.37), and within the present month they could be bought at 5s. 4½d. ($1.31), or, roughly speaking, within 1½d. (3 cents) of the lowest point known. Cotton yarns, again, have been fluctuating seriously throughout the whole of the year, and although in September-October they gave some promise of returning to a normal level, they have again got up to the highest point. All this is attributed to purely speculative manipulation of the markets in America. Under the conditions which are sufficiently illustrated by the above quotations, anything like a sound or satisfactory trade became impossible, and probably every manufacturer in the trade has found that he has had a serious falling off in his returns, notwithstanding the great enhancement of values, while he will be more than fortunate if he has escaped without severe losses.

Turning to the shipping trade, we find that, on the whole, the year has not been such a bad one, although in this connection it must be remembered that America still stands by itself and seems to follow no rules which apply to other countries. France takes first rank as by far our largest customer for piece goods, America, of course, excepted. Notwithstanding that the Exhibition must have diverted a good deal of money into fresh channels, our exports have not fallen very much in value, although their money value is down more than 15 per cent. For the first six months the turnover was very good, but since then there has been a gradual shrinkage. The Exhibition has no doubt helped the Paris trade, and many of the big retail shops must have done very well. Most of the trade has been done in plain, bright stuffs, nearly all blacks. Mohair warp figures have not been going at all, but there was some business in cotton warp figures. In mere cottons, there has been any amount of trade both in plains and fancies. Low dress linings have been badly hit by the higher prices charged for dyeing and finishing, and by the competition of cotton. Business is no longer possible in materials at less than 5d. (10 cents) a yard, and thus what was once a big trade has been lost. A fair trade has also been done in alpaca linings. Other continental countries, except Spain, which has taken more than 20 per cent more goods, continue to show the small but steady shrinkage with which we have been sorrowfully familiar for years.

The South American republics, having had a prosperous time in 1899, and not being disturbed by political troubles, have been good customers. Argentina, which is first in importance, has taken 20 per cent more; Uruguay and Brazil have taken about the same as in 1899, but Chile has exactly doubled her purchases. Taken in the aggregate, this South American trade in stuffs is worth as much to us as that of the United States, and it is to be hoped that their prosperity may continue. Argentina and Uruguay are, however, great wool producers, and they must have suffered seriously this year from the awful collapse in the value of the staple. It will not be surprising, therefore, if in next year's returns this is reflected in a smaller importation of our manufactures. Our Australasian colonies and Canada are all good customers and show a very satisfactory increase, and, notwithstanding the setback in wool, it may be hoped that under the new federation Australia may flourish exceedingly. Africa has, of course, been completely upset by the war, but there are signs of recovery there, and the total for the year in the way of exports even exceeds that of 1899. It must, however, be remembered that in the latter half of that year, there had been a complete collapse.

The American trade has been most unsatisfactory, even in comparison with the two preceding lean years. The total volume of our trade with the United States is barely one-fourth of what it was a few years back, and if we leave out the single item of cotton Italian linings, it is far less than that. So far as stuff goods are concerned, there was not so much to complain about until after July, when the Presidential campaign began to loom large as a disturbing factor, from which moment there was a serious drop. Worsted coatings have dwindled to between three and four thousand pounds sterling a month. The total for the twelve months, £65,496 ($318,736), compares strangely with the total of £1,745,000 ($8,492,043) only five years ago. This is actually less than 4 per cent, and yet the coating trade survives! Even cottons, which have bulked largely, are threatened with extinction, and show a decline of over £215,000 ($1,046,298) on the previous twelve months. It was hoped that when the elections were out of the way, we might have a rush of orders which had been held back pending the issue, but as usual the expected has not happened. The following table shows the course of our trade under the headings of stuffs, worsted coatings, and cotton goods, the corresponding totals for the two previous years being added for the purpose of comparison.

	1900.	1899.	1898.
Stuffs	$2,361,284	$2,719,352	$2,516,365
Worsteds	318,736	352,607	480,752
Cottons	1,836,369	2,878,997	1,530,247
Total	4,516,389	5,950,956	4,527,364

Our Eastern trade has again been beset by difficulties. With China we began the year fairly well, and in the first half of the year the amount of trade was so much above the average, that in the board of trade returns for the year the shipments of worsted stuffs actually show a slight increase upon 1899. But about July, everything was suddenly stopped by the Boxer troubles; the bonded warehouses and go-downs at Shanghai were bunged up with goods, which the Chinese merchants could not ship owing to the derangement of all banking facilities, and all trade was for a time suspended. However, the period of stagnation passed away more speedily than might have been expected, and the situation now does not show any remarkable variation from the usual condition of things. It will, however, probably be at least twelve months before the markets in the north fully recover from the effects of the "war." With Japan, both in woolens and worsteds, a very remarkable business has been done, with the result that the markets there are glutted and in a most deplorable condition. The Japanese trade with China, which is of considerable importance, has been smashed, the silk trade is in a bad way, and the state of the money market there has been completely demoralized. Under such circumstances, there is nothing for it but to "wait till the clouds roll by." Poor India has suffered untold horrors by famine and pestilence, with the result that commerce has dwindled sadly. Generally, the year in Eastern markets has exhibited a continuance of the tendency to substitute cotton goods for worsted or union Italian cloths. The extreme beauty of mercerized cottons is no doubt largely responsible for the change. It is worth noting that the advance in the exchange value of silver—partly attributable to the adoption of a gold standard in India—has unquestionably contributed to facilitate our trade with the East as a whole.

It is acknowledged by all who are in the soft goods furnishing trade that this has been a most trying year, and, following on last year's fairly good trade, this makes it the more disappointing. Both London and provincial houses are complaining of the volume of trade being much under the average of the last few years. The serious fluctuations in prices have destroyed confidence. The finer classes of wool first rushed up by leaps and bounds to extremely high rates, then fell to nearly the lowest point, and now show a gradual rise again. We can not wonder that under such conditions, the general tendency is to wait until prices are more settled. Cotton is an important item in the manufacture of the great bulk of furnishing goods, and the serious advance here has also somewhat checked the turnover. And so all round, this has been a year of uncertainties. Add to these disturbing causes the South Africa and China wars, and we have very substantial reasons why trade in this department is below an average. Most of the usual classes of goods have been in demand during the year, no new material having been put upon the market either by foreign or home manufacturers. Figured velvets are being brought out by continental manufacturers in very artistic designs for furniture coverings. Linen plush for curtains also makes a rich looking drapery at a moderate price. Silk and other tapestries have had a fair sale, and some very choice designs and beautiful combinations in colorings have commanded the attention of purchasers. There has been a demand all the year for such fabrics as art serges, plushettes, both plain and figured, and in a large variety of art colors. Mercerized cotton is still occupying an important place in the making of tapestries, and very rich silk effects are produced in these goods. The demand for silk plush is now almost nil. Mohair and worsted demasks have sold fairly well, and the feeling is strongly growing that more of this useful class of goods will be in demand for the immediate future. The furniture makers in the district have been well employed all the year, as they are competing successfully with all the other large centers.

BRADFORD EXPORTS TO THE UNITED STATES.

Consul Day sends from Bradford, January 15, 1901, a table showing the value of declared exports from his district to the United States for the calendar year 1900. The total amount thus exported, he notes, was $7,787,054.70, compared with $8,812,136.05 in 1899, a decrease of $1,025,081.35, while in comparison with 1898 it shows an increase of $1,062,510.89.

The principal increases and decreases are given in the following table:

Articles.	Increase.	Decrease.	Articles.	Increase.	Decrease.
Alpaca hair	$56,206.86		Mohair goat's hair		$69,799.72
Camel's hair, tops and noils		$53,343.46	Silk goods		7,011.00
			Stuff goods		309,604.08
Card clothing		1,919.12	Tape, braid, etc	$12,828.85	
Carpets and rugs	5,792.59		Wool	439,745.99	
Chemicals	11,041.10		Worsted coatings		47,219.58
Cotton goods		1,256,966.40	Yarns:		
Iron, steel, etc		12,880.99	Silk		54,592.38
Leather		4,926.15	Cotton	123,406.25	
Machinery	152,966.49		Other		16,544.38

Declared exports from the consular district of Bradford to the United States during the year ended December 31, 1900.

Alpaca hair	$149,065.10
Camel's hair, tops and noils	2,125.68
Card clothing	125,915.37
Carpets and rugs	72,576.59
Chemicals	13,321.88
Clocks	132.60
Cotton goods	1,662,237.76
Cow and calf hair	8,083.13
Dyestuffs	218.26
Grease, etc	1,981.73
Haircloths	1,524.79
Hemp bagging	245.15
Household furniture	618.20
India rubber	1,338.29
Iron, steel, etc	87,278.15
Lanterns and slides	223.15
Leather	52,731.99
Linens	297.10
Machinery	444,341.60
Miscellaneous	874.18
Mohair goat's hair	19,330.46
Noils	5,276.90
Oil paintings	323.71

Paper	$10,136.06
Plants	1,635.16
Silk goods	213,092.53
Silk waste	8,729.86
Stuff goods	2,281,888.75
Tape, braid, etc	36,585.32
Tapestry, damask, etc	346.72
Thread	4,794.10
Wines and spirits	150.46
Wool	1,360,650.79
Woolen goods	4,730.52
Worsted coatings	310,708.60
Yarns:	
Silk	617,786.96
Cotton	275,111.44
Other	10,645.66
Total	7,787,054.70
Same periods, 1899	8,812,136.05
Decrease	1,025,081.35

BRISTOL.

Bristol, with its population, under its newly enlarged boundaries, of 325,000, has participated in that general revival which has characterized the commerce both of England and the United States during the past two years. It is now the seventh city in the United Kingdom in population and area, the fifth in assessed values of real estate for local taxation, the third in its contribution to national revenue. Its customs duties amount to about $10,000,000 annually, and its internal-revenue taxes, excise, and stamps are close to $5,000,000.

INDUSTRIES.

It may be thought interesting to comment in some detail on the manufacturing interests of the city, and for much of what follows I am indebted to official reports, especially to one prepared and issued by the local chamber of commerce.

Tanning and shoemaking.—The tanning and bootmaking industries are important. Most of the tanneries are equipped with the newest scientific and labor-saving appliances, and the number of hides tanned annually probably now exeeeds 250,000. The product of these tanneries for excellence of finish and above all, durability has a world-wide reputation. In the production of machine-made boots and shoes, a rapid advance has taken place, for whereas twenty-one years ago only about 6 factories of any size existed, to-day there are in Bristol and district about 100, with an output of 10,000,000 pairs, representing an average turnover of about $7,500,000 annually, one-quarter of which is, in spite of the large increase in the use of machinery, distributed in weekly wages.

The trade as a whole provides outlet for a capital of about $10,000,000, and gives employment to about 12,000 of the population.

Paper and printing.—One of the most important paper industries of its kind in the United Kingdom exists in Bristol, employing upward of 1,100 hands, many of them of a highly skilled class. One of the special features of the paper business in Bristol is bag making. The weekly output of paper bags from one firm is 2,250,000.

A large lithographic and printing plant is located here, producing office stationery, labels, wrappers, price lists, etc.; and for the production of the original designs and the copper plates, a large number of hands is employed.

In the bookbinding trade, Bristol is also an important center. Color printing is very extensively carried on, and great enterprise is displayed in keeping fully abreast of the times with regard to new developments in machinery. One firm engages 500 people in lithographic color printing and paper-box making. About 1,000,000 chromo almanacs are turned out every year. Original oil paintings are purchased from the Royal Academy and leading London exhibitions, and reproduced with great fidelity by a staff of skilled artists. Paper-box making is also largely carried on; the newest and most economical machines are at work, and the growth in this department is proceeding apace. Five years ago, boxes were all made by hand; now they are nearly all made by machinery; the result being not only much greater speed in the output, but greater accuracy and cleanliness in the finish.

The publishing trade of Bristol is one that has developed considerably during the past few years. It is extending itself now to nearly all parts of the world—America, India, Asia, Central Africa, the Cape, Australia, Canada, Egypt, etc. Not only is Bristol well known for its output of standard scientific works, notably those dealing with medical subjects, but some of the most popular and successful novels of the day are being issued yearly from the local press, and musical productions, especially sacred, are also taking a foremost position. Numerous works have of late been issued dealing with the historical events in connection with this city.

Cocoa.—The manufacture of cocoa and chocolate forms one of Bristol's staple trades. The growth in the consumption of cocoa in the United Kingdom is an interesting fact, and proves the increasing appreciation by the public of this article as a beverage.

Foundries.—Engineering, brass and bell foundries are old-established businesses in Bristol. About twenty-five years ago, the art of church-bell founding was revived. Since that period, many hundreds of church bells for Great Britain and the colonies have been cast.

Brewing plants.—A new business has sprung up in Bristol in connection with brewers' and distillers' enterprises, and the output from Bristol is probably second to none in this country. The city is capable of producing plant complete, from the boiler and steam engine to the smallest tap in use, and the exports go to Russia, India, Burmah, New Zealand, and South Africa. It is a fact, however, that in the Bristol breweries, as in those elsewhere in England, the new plants for the utilization of corn in brewing are imported from the United States.

Oilcloth.—Oilcloth forms another important feature in Bristol's industries. The flax or hemp is prepared and spun, the cloth woven, and the oil boiled and refined, so that everything that goes to compose finished floor cloth is entirely made here. This is one of Bristol's oldest industries, having been established in 1782, and is not only one of the largest in the west of England, but a considerable quantity of the manufactures is distributed throughout the country in addition to entering into a large export trade.

Brushes.—Brushmaking is another industry. Mop, mat, and sieve manufacture is also carried on at several of the brush establishments.

Furniture.—There are several cabinet manufactories in the city, some of them being among the largest in England, and steam power is extensively used for turning, planing, molding, veneering, mortising, carving, etc. These establishments give employment to several thousands of hands. The import of foreign timber, particularly those kinds used in the manufacture of household appliances, is among the largest in England, and the best description of furniture is produced at a much less cost than in London and many other large manufacturing centers.

Vehicles.—Carriage building is also a busy trade in Bristol. Up to the present, the introduction of the motor car has not affected the manufacture of horse-drawn vehicles.

One matter of scientific interest is the difficulty caused to this industry by the scarcity of English ash, which is used for the foundation of carriage bodies; up to the present time, manufacturers have not been able to find any timber to take its place. Wheels and other parts are imported to some extent from the United States and the bodies made here.

Bristol has for many years past enjoyed a high reputation for the production of wagons. It produces vehicles for the home market and the colonies, consisting of wagons, carts, drays, etc., for ordinary roads, for agricultural purposes, and railroad cars. Wagons are exported to Sweden, Russia, Austria, Italy, Portugal, Spain, West Indies, China, South Africa, New Zealand, Australia, and Egypt; but England, Ireland, and Wales, and especially British India and South America, are the largest customers.

Clothing.—Bristol is justly noted for the manufacture of medium and better class woolen clothing, particularly for men's wear, and the trade is developing in this direction.

Iron works.—The Corrugated Iron Works of Bristol are the largest in England. Most of the iron used is manufactured at Wolverhampton, and is brought thence in barges. In the course of the year, thousands of tons of iron are so sent. These works are busy day and night, and as much as 2,000 yards of netting a day can be turned out.

Corsets.—The manufacture of corsets is a branch which, from a small beginning, has risen to the dignity of a staple trade. Only a few years ago, half a dozen machines were introduced for stitching the heavy makes. These machines were clumsy, and therefore did not find much favor with the trade. The invention of new machines has revolutionized the business, and it is stated that Bristol turns out more of this work annually, both for export and home trade, than any other city in the Kingdom.

Provisions.—Bristol holds an important position with regard to the provision trade. The increases during the past few years have been general, more especially in respect to butter and cheese. In direct importation of cheese from Canada, as a port Bristol stands second only to London, Liverpool taking third place; but for Canadian butter Bristol takes not only first place as a port, but exceeds all other ports put together in quantity received.

With reference to the grain trade, no port in the United Kingdom is better suited to receive and distribute grain to all centers in the midland and western counties of England than this, as the returns for the past few years demonstrate.

Timber.—The timber trade is very important, and there has been a large increase in the imports of timber from Canada, brought in regular steamers as part of a general cargo.

Tobacco.—Bristol makes up nearly one-eighth of the tobacco manufactured in the United Kingdom, and has an enormous domestic and foreign business in manufactured tobacco.

Locomotives.—The manufacture of locomotives forms an important item of local industry. The pattern shops, plate shops, iron foundries, brass foundries, coppersmith shops, blacksmith shops, and machine houses are equipped with modern appliances and the newest tools. Locomotives have been sent from Bristol to Sweden, Argentine Republic, Russia, Spain, Germany, Holland, South America, etc.

Petroleum.—As a steam producer, petroleum is rapidly gaining in favor, and in influential circles of the trade the opinion is held that at no very distant period, it will supersede to a great extent the use of coal, so that the importance of its future position in commerce is not easy to estimate. Bristol is now a center of constant activity in the importation and dispatch of oil. The rate of progress has continued to be steady and satisfactory, and there are substantial indications of the thriving character of the trade in this community in the large number of railway tanks (especially constructed for the transit of oil) which are constantly to be seen on the railway sidings of the docks, waiting to be filled and dispatched; so that Bristol is now in a position to compete successfully with northern ports and has obtained a firm foothold in the midland counties.

Stoneware.—Glazed stoneware, known as Bristol ware, which superseded the old salt glaze, was invented and first made in Bristol in 1835. Subsequent inventions have greatly simplified it. Since 1853, all factories engaged in the manufacture of bottles have merged into one house, and the output very nearly equals that of the whole glass manufacture of the eighteenth century.

Bristol stoneware has become celebrated, and is therefore imitated by other manufacturers, who style this ware, wherever made, Bristol stoneware. It is used for jars and bottles for spirits, acids, oils, wines, beers, ales, etc.; and of late years, there has been a great revival in its use for ginger beer and other aerated drinks. One firm has within the last few years added a department hitherto untried in Bristol, and has been very successful in turning out battery jars, insulators, porous ware, etc., in stoneware and stoneware porcelain. Large numbers of these articles are now in use all over the world, as well as in various parts of Great Britain, supplied by the above-mentioned firm.

Another firm manufactures earthenware in the great variety required for household use—dinner ware, tea ware, toilet ware, jugs, mugs, basins, etc. This, also, is an old-established business, which has developed new life and energy under the present managers, who have introduced the best modern plant and machinery and are turning out large quantities of goods of high class, and not only sending them to all parts of Great Britain, but also exporting in considerable quantities.

Rope.—Bristol boasts of the largest rope-making establishment in the west of England. Wire rope for the rigging of ships and steamers, flat ropes for colliery purposes, long hemp and manila rope and twine for ordinary purposes are largely made. Several patents have been granted to this firm for the packing of cylinders and steam chests of engines. Large quantities are supplied to all the leading railway companies of the Kingdom, in addition to which the firm has on several occasions during the past few years contracted for Government requirements.

DOCKS AND DISTRIBUTION FACILITIES.

The docks of Bristol are owned by the city and governed by a committee of the annually elected town council. The result is that every taxpayer is a part proprietor and has a substantial interest in their development and working, for a deficit in income from docks means a municipal tax. No doubt, the unique conditions of control have retarded a development of the port commensurate with the growth of commerce and the increased size of ships. There is a consensus of public opinion to the effect that a comprehensive scheme of dock enlargement must be carried out, but it is difficult to secure a majority for any one plan; hence a regrettable delay, which deprives this fine manufacturing and distributing center of its fair share of ocean commerce. In the meantime, a couple of million dollars have been spent in improving the River Avon, which is now navigable for vessels of considerably larger size than could have entered ten years ago.

The present dock system consists of a dock of 19 acres at Avonmouth, on the Gloucestershire bank of the mouth of the Avon, one of 12 acres on the Somersetshire side, and a floating harbor of 70 acres in the heart of the city of Bristol, 6½ miles from the junction of the Avon River with Bristol Channel.

Vessels 320 feet in length and 55 feet beam, carrying 4,000 tons, are able to ascend the Avon from the anchorage in the channel and enter the Bristol dock at high water on all ordinary tides. Smaller vessels go into Avonmouth dock. The port is debarred from accommodating the huge modern ships, which are so potent a factor in developing maritime centers.

Two great trunk lines of railroad have access to the docks and combine to make the port one of the natural distributing centers of the country. By the special fast trains of the Great Western Railroad, perishable goods and meat can be delivered in London within four hours; and, by the trains of the Midland Railroad, in Birmingham within three hours. Many shipments come direct on through bills of lading from continental ports to inland cities.

Regular steamship sailings are maintained with Montreal (Portland in the winter), with Boston, and with New York, and a number of vessels clear for and enter from Baltimore, Philadelphia, the Mediterranean, Black Sea, and Baltic ports. Sailings are maintained by established lines with Amsterdam, Rotterdam, Antwerp, Hamburg, Bordeaux, Cadiz, Lisbon, etc.

The docks are equipped with all modern appliances for insuring economical handing and quick dispatch; dock dues are not excessive and charges for landing cargo are lower than at most English ports. There are modern granaries with the newest appliances, and one of the finest cold-storage plants in the Kingdom is maintained at Avonmouth. Butter, cheese, meat, etc., are stored here at reasonable charges. A direct railroad from Avonmouth dock to the mouth of the

Severn tunnel has been constructed, and the distance from the South Wales coal beds shortened by nine miles. The coal tips at Avonmouth can thus be supplied after a very short haul.

The tides of the Bristol Channel are well known to be very high. At the mouth of the Avon, the difference of level between high and low water may sometimes reach nearly 50 feet; but the Bristol Channel itself is navigable at nearly all stages of the tide as far as the mouth of the Avon. When the accommodations shall have been made adequate to modern requirements, Bristol will be a safe port, easily accessible for the largest ocean liners.

BRISTOL AS A MARKET FOR AMERICAN MANUFACTURES.

Our manufactures are represented to some extent in Bristol and the district generally, especially machine tools, agricultural machines, wire nails, etc., and, to a less extent, manufactures of wood, such as doors, sashes, spokes, wheels, and buckets. The very fine and extensive electric tram system now in process of construction is supplied with its castings from Pittsburg, and contracts for a supply of iron and steel fittings and appliances have been entered into by others.

With the exception of these shipments to fill contracts, Bristol has not enlarged her purchases from the United States to quite the same extent as London or the north of England. This is due to certain inherent characteristics of the Bristol merchant—his conservatism, principally—and perhaps more to a striking peculiarity of local commerce. There is probably no city in the world with the population and commercial, maritime, and industrial interests of this city, which has so few jobbers and commission men, and this absence of middlemen is the more noticeable in those branches of industry in which our exporters are engaged.

This condition of affairs is due, first, to the diversified local manufactures, and, secondly, to the thoroughness with which the district is worked by commercial travelers from the great industrial sections or by local agents of merchants elsewhere in England.

The result is that American manufacturers who desire to inaugurate direct trade find a difficulty in obtaining proper local correspondents, agents, or commission men. Wholesale dealers and large individual consumers here are accustomed to be called on at stated intervals by travelers who can supply what is wanted at a moment's notice, and can readily adjust disputes, claims for damages, etc., and the result is that the business is carried on at a minimum of trouble to the buyer. Thoroughly accustomed to all the conveniences of such a system, there must be a very marked advantage in price before the buyer can be tempted into direct relations with a manufacturer thousands of miles away, of whom he must order in larger quantities (to save expenses), with whom he must correspond at length if he thinks the goods not quite according to sample or if they have been injured in transit, and to whom he is expected in a fair number of cases to render payment in a way inconvenient to himself.

I will illustrate the last point by referring to the requirements of our largest exporters of wire nails to this country. They send sight drafts on a London banker with the documents, and it has happened more than once that the drafts have been presented before the Bristol buyer has received his letter of advice. Hence the drafts have been unprotected, and though the only result has been a delay of a day or two and the payment of the drafts on representation, it has been a source of intense annoyance to local merchants that from any cause, drafts drawn on them should not have been properly met. Constant requests have been made that there should be some alteration in methods, but these requests have met with slight consideration. No doubt, our shippers of wire nails are confident that when markets are in their favor, English buyers must and will come to them, and therefore they adhere to a fixed rule convenient to themselves; but I have heard one considerable customer—not in Bristol—quoted to the effect that he will not do further business with people who persistently put his drafts in danger of dishonor.

Many requests are yearly received at this consulate from our manufacturers for the names of importers or jobbers in special lines, and in most cases, I am compelled to advise that the only practicable way of working this district is through an agent elsewhere. Some American business is done here now through the travelers for London houses which represent American shippers, and this will continue to be the most efficient and economical method of introducing new business, until a general jobbing and commission house is established which shall be willing to handle any promising commodities. There is an opening for such a business. With reasonable capital and careful management, it should be a success.

AMERICAN LEATHER IN BRISTOL.

Shipments of leather from the United States to the United Kingdom amounted to 515,000 hundredweight, 572,000 hundredweight, and 630,000 hundredweight during the years 1897, 1898, and 1899, respectively. Shipments from the United States to the United Kingdom amounted during the first eight months of 1900 to 366,000 hundredweight, as against 442,000 hundredweight during the similar period of last year. Shipments from the United States to Bristol direct amounted during the year 1899 to 106,000 hundredweight, representing about one-sixth of the total exports in this line from the United States to this country, but this does not accurately indicate Bristol's share, as freight conditions often result in Bristol shipments coming by way of Liverpool or Southampton. Bristol is a very important distributing center for this commodity through the midlands and the north of England. Importations into the United Kingdom have fallen off considerably during the year 1900, and Bristol has suffered proportionately. The reason of this may be found in the fact that in the early part of this year, leather and hides had reached a price which was relatively higher than that obtained by manufacturers of boots and shoes, and the result was an indisposition on the part of the latter to buy except for immediate requirements. Speculative purchases were greatly reduced in volume, and this continued during the entire year. During this time, the boot manufacturers fought hard to secure substantial advances in the price of goods, while the jobbers whom they supplied resisted all attempts at any readjustment of prices. Manufacturers have been working with depleted stocks, and have displayed a tendency to buy from hand to mouth.

Merchants also—men who would carry as a rule a stock of from four to eight hundred thousand sides—have been getting on as best they could with depleted stocks. There has been no displacement of American hemlock-tanned leathers by competitors. The importation has fallen off simply because consumption is checked. The only competing shipper, in fact, in this class of leather is Canada, and Canada ships only to a limited extent. No doubt, a slight factor in the decreased shipments from the United States has been the increase in the number of shoes exported, spoken of hereafter.

In hemlock sole leather, the United States Leather Company has maintained prices during the year, but other tanners have been more disposed to meet English buyers, and these buyers have thus been in a position to offer better terms here. The result has been a keen competition to gain or to retain business.

In American upper leather, the waxed splits, which are now permanently established in English favor and are consumed in large quantities, have suffered, as has sole leather. Prices and volume of trade have slackened to some extent, but the leather is just as popular as ever. The grades now required in England are the medium and light weights, instead of the extra stout, which was shipped in such large quantities a few years ago.

Glove, grain, and satin hide are holding their own, as are also chrome calf and chrome sides. These are not used as much as the waxed splits, but they meet a steady and growing demand. About chrome-tanned glazed kid, there is something of special importance to say. This comparatively new manufacture has been received in much favor in this country, and our tanners have been able to buy their skins in London, tan them in Philadelphia and Wilmington, and return the finished product again to England, not only overcoming continental competition here, but also shipping a certain quantity to the continent; but this branch of the leather business has met a slight check this year. It is the opinion of consumers here that during this year, there has been a falling off in quality of shipments, and there has been complaint that the depreciation in selections for filling contracts has been at least 20 per cent below sample. Supplies were short for a time in England; there was brisk demand and our tanners, it is alleged, fell off in quality of goods. In consequence of this, I hear of considerable orders for next season's trade which have gone to the continent or English tanners which under ordinary circumstances would have come to the United States. Our manufacturers have, however, only to keep up their quality to regain what they have lost.

Boots and shoes.—Our supplies of shoes to England have increased with each year since the business was opened, rising from 174,662 dozen pairs in 1897 to 182,261 in 1898, and to 224,000 dozen pairs in 1899. Shipments for the first eight months of 1900 amounted to 168,000 dozen pairs, an increase of 20,000 dozen over the corresponding period of last year.

American shoes are now firmly established in England, and the progress of the business is assured. They were introduced at a time when a change in the public taste was imminent. A lighter and more graceful article was demanded, and our shoes not only supplied the demand but helped to develop the taste for the less cumbrous shoe. The English manufacturer has not perhaps been as prompt in recognizing the altered conditions as he might have been, but he is endeavoring now to adapt his product to the people's wants.

It is not probable that the American manufacturer will ever supply the ordinary buying public of England. The great mass of people will continue to need and to use the heavier and cheaper home productions; but those who can afford to pay a better price will, no doubt, under ordinary conditions, be supplied in growing proportion from the United States. Our manufacturers have learned this market thoroughly and have corrected defects in early shipments, and may be depended upon to hold their own.

Bristol's direct import of American shoes is under a thousand dozen pairs per year, but there is a larger quantity supplied by rail. These imports hardly compete with the products of the local manufacturers, of whom there are about 150, including those in the vicinity, and whose combined annual output will run to about 10,000,000 pairs. But these are nearly all of a heavier class than ours, and intended for a consumer whom our product is not intended to supply.

THE WEST INDIAN TRADE.

The most interesting development in connection with the ocean commerce of the year has been the establishment of the new West Indian line. It will be remembered that the British Government offered a substantial subsidy for mail steamers to the West Indies, and that the subsidy was secured by the great shipping company, Elder, Dempster & Co., Limited. The company is required to put three steamers on the line, moderately fast, equipped to carry passengers, mails, and freight, especially fruit. These boats are in course of construction, and the new service begins with the new century. They will carry 150 passengers and 5,000 tons of cargo each, and will steam 15 knots, making the journey in eleven or twelve days. They are expected "to bring the fruit trade to such a state that every workman may have tropical fruit at prices within his reach." As West Indian fruit, especially bananas and pineapples, now finds a market in the United States, this division of shipments must be felt considerably there. The West Indians are reported to welcome the prospective change of markets, fearing that "the States might put a duty at any time on bananas, which would kill the industry that had sprung up in place of sugar."

After careful comparison with the facilities offered by other English ports, Bristol was chosen as the terminal point. I give a summary of the argument that led to the choice of Bristol, as it presents in condensed form an excellent idea of some of the local commercial conditions. I quote from a speech of Mr. Arthur Lee, vice-president of the Chamber of Commerce.

Some of Bristol's most important exports to the colonies, he said, consisted of cottons, clothing, hats, leather, soap, metals, and manure. Out of a total of £2,000,000 worth exported from the United Kingdom to the West Indies, £1,500,000 worth consisted of articles which were the staple trades of Bristol. Let them take the trades dealing with imports. Cocoa he believed stood at the top of the list of exports from the West Indies to this country, and they had one of the largest manufactories of cocoa in the world established in Bristol. There was also a large factory at Birmingham, of which Bristol was the port, being the nearest port to which trans-Atlantic steamers could be run. He had had some experience of Bristol as a fruit distributing center and knew its advantages. Then, there was the trade in spirits to be taken into account. Of the timber trade, he had had some experience, knowing what could be done in connection with the Canadian traffic. As to raw hides, they had several tanners dealing with the industry doing a large business with South America. Then, there were wholesale traders in coffee and spices who could do a large trade if afforded facilities. The power of absorption of the population which was behind Bristol was very large. The population within a radius of 80 miles of Bristol was over 5,000,000—more than half the population within a radius of 80 miles of Liverpool, and considerably larger than the population within a radius of 80 miles of Glasgow. As to the trading facilities offered in Bristol, the inhabitants, the owners of the docks, had shown of late that they had awakened to the importance of their position and the advantage of providing increased accommodations for the trade which they knew was to come. Bristol was not only a good point for distribution to the large population within the 80-mile radius, but just outside that limit there was a very large population equidistant from Liverpool, Hull, and London, and they might expect to tap that district and trade through Bristol for the London market.

A committee of the Bristol Chamber of Commerce is arranging to send commercial representatives to Jamaica. These representatives are taking with them samples of the manufactured goods of Bristol. Of these samples I give a fairly complete list, as the goods in many cases will directly compete with those of United States manufacture: Paper, clothing, dry goods, cottons, millinery, boots and shoes, paints and colors, brushes, furniture, pottery, ironmongery, soaps, canned provisions, groceries, hats, caps, sugar bags, moldings, corsets, wall papers, optical instruments, ropes and twines, flax, tobacco, leather and leather belting, confectionery, tea and coffee, vinegar, wines, slate and marble, and wire goods.

At the same time that manufacturers are arranging this comprehensive list of samples to be introduced to the Jamaicans by an eager and able representative, they are studying with interest samples of the goods now sold in the West Indies. These samples have been sent to Bristol from the colonial office in London, and are part of the great collection made by Mr. Chamberlain early in his tenure of secretaryship.

HEALTH CONDITIONS OF BRISTOL.

Bristol is visited each year by an increased number of travelers from the United States, who come not only for the interesting view of the gorge of the Avon, but also to make Clifton—the beautiful residential portion of the city—a center from which to visit the charming counties of Somerset, Gloucester, and Monmouth. The celebrated cathedral at Wells, with its noble west front, the historic ruin of Glastonbury Abbey, the venerable remains of Tintern Abbey, the beautiful scenery of the Wye, the ancient Norman castle at Berkeley, the cities of Bath and Gloucester with their fine memorials of antiquity, are all within the compass of a day's excursion from Clifton. The extent to which Clifton is being utilized by our tourists as a center makes it advisable in my opinion to quote at some length from a lately issued report of Dr. D. S. Davies, the medical officer of

health, as to the sanitary conditions of the city, its water supply, its sewerage system—all points of just concern to travelers.

Bristol is a city of 325,000 inhabitants, living upon an area of 11,000 acres, and it thus ranks by population as the seventh largest town in England. By reason of its antiquity, it has had considerable experience of disaster by plague and pestilence. * * * In the fourteenth century, it was noted as a redeeming feature in the sanitary condition of the town that it had an abundant supply of water conveyed through conduits, for which it was largely indebted to its monasteries.

At the present day, the city is still indebted to private enterprise for its excellent supply of water.

In 1846, the Bristol Water Works Company was formed. The company very properly went for their supplies to deep springs rising in the Triassic conglomerates and Carboniferous limestone of the Mendips at various points from 5 to 15 miles distant from the city. In 1867, a further source of supply was added from deep wells in the New Red sandstone at Chelvey, and in 1888 the company obtained powers to take the Richford Spring, near Blagdon, and the Langford Spring, at Langford; and in 1889 to make a reservoir by impounding the river Yeo, which also rises from deep springs. The older supplies are collected in three storage reservoirs at Barrow with a total capacity of 850,000,000 gallons; the Yeo reservoir will contain 1,700,000,000 gallons. The water is supplied to the city at constant service, and the average daily supply per head is about twenty-two gallons; the water from the Barrow store reservoirs is now filtered before delivery. The sources of the supplies are situated far from and above reach of human contamination, and not only has no prevalence of disease ever been traced to the water, but there is little doubt that some part at least of the great improvement in the public health which has characterized the past forty years would have been impossible to secure, had not such a wholesome and reliable supply been made available.

Analysis of water supplied by the Bristol Waterworks Company.

[By F. Wallis Stoddart, F. I. C., F. C. S., City Analyst.—Results stated in grains per imperial gallon.]

	Gauge house, Barrow (unfiltered.)	Cold bath spring.	Deep well, Chelvey.
Color in 2-foot tube	Greenish-brown.	Pale green	Pale green.
Sediment	Sand-algæ.	None.	None.
Saline ammonia	.001	.0007	.0002
Albuminoid ammonia	.004	.0020	.0010
Nitrogen as nitrates	.09	.12	.17
Nitrites	None.	None.	None.
Chlorine as chlorides	.97	.91	1.18
Oxygen absorbed in four hours	.039	.003	.014
Total dissolved solids	19.70	23.50	22.54
Lime	9.06	11.05	9.68
Magnesia	.65	.92	1.18
Sulphuric anhydride (SO_3)	.86	.98	.83
Lead, copper, zinc	None.	None.	None.
Total hardness	16.0	20.5	20.0
Permanent hardness	3.5	4.5	5.0

Sewerage.—Older Bristol is a completely sewered city; cesspools are not countenanced, and no dry systems of disposal are in use. Some of the recently included areas do not conform to this definition, but this will gradually be rectified. The aggregate length of the main sewers is about 150 miles, and the cost of construction, commenced in 1851, amounted to about £161,000. The sewers take all storm water, which reaches them by way of trapped street gullies; they are without any external openings or special ventilating outlets, and the manholes are all closed down. The sewers are so designed and constructed with regard to capacity, fall, and position that they may be ultimately converged to one point, from which an outfall sewer may be continued to a suitable point in the Bristol Channel. The sewage is at present discharged without treatment into the tidal Avon, double tidal valves being fixed at the outlets. The question of the disposal of the sewage of Greater Bristol is now under the consideration of the council.

Port preventive work.—As Bristol enjoys considerable foreign trade, liability to ship-brought infection has to be carefully guarded against, especially as the introduction of smallpox by ship is not infrequent, and cholera was in 1866 imported here directly from the continent. During the cholera epidemic of 1892 it was found necessary, in order to carry out the cholera order efficiently, to provide a steam launch for boarding vessels arriving in Kingroad from foreign ports. Gloucester ships from infected ports passing through Bristol waters are also boarded and examined in Kingroad. At the same time, a hospital ship was also provided and fitted up for the isolation of ship-brought disease. During the summer and autumn months, when cholera is prevalent, the launch is on day and night service, with a medical officer on duty. At other times, the port inspectors board and examine vessels taking the river or entering the docks.

A table following shows the effect, in regard to certain of the communicable diseases, of the progressive development of preventive medicine during a period of forty years.

Average yearly deaths in Bristol from certain of the principal zymotic diseases for the forty years 1858 to 1897.

[Census 1871, 182,000. Census 1891, 222,000.]

Quinquennial period.	Average yearly deaths.				
	Small-pox.	Scarlet fever.	Fever.	Diarrhea.	Diphtheria.
1858–62	45	195	148	173	24
1863–67	90	260	207	193	24
1868–72	52	232	119	204	25
1873–77	26	170	101	151	12
1878–82	0.2	120	56	122	7
1883–87	6	79	28	108	22
1888–92	5	39	28	90	22
1893–97	8	29	27	118	42

The fever mortality includes typhus and typhoid (enteric) fever. Typhus, which at the commencement of public health control in Bristol in 1865 was endemic and fatal, practically disappeared in 1878, and since 1890 has been quite absent from the city. Typhoid (enteric) fever shows also a satisfactory diminution; its occurrence is occasional, and it has only prevailed epidemically upon two occasions within the last twenty years. On each occasion, the specific poison was introduced from without and distributed by means of infected milk. The method of introduction was able in both instances to be promptly traced, and the extension of the disease was at once checked; so, as the general sanitary condition of the city offers no facilities for the continued prevalence of "fever," these chance introductions affected neither the mortality rate nor the healthiness of Bristol or Clifton.

The only figures showing a marked and continuous rise for recent years are those for diphtheria. Although the increased mortality returns from this disease may partly be due to improved diagnosis, there appears, after allowance is made for this, to be a real increase in its prevalence; and although the increased rate in Bristol, which rose in 1896 to 16 per 100,000 living, is regrettable, it is satisfactory to find that this is well below the average rate for the 33 large towns, which amounted to 38 per 100,000 living.

Comparative mortality returns, 1899, of twelve largest English towns.

Towns.	Population, 1899.	Persons to an acre.	Per 1,000 population.					Infant mortality per 1,000 births.
			Birth rate.	Death rate.	Zymotic rate.	Fever death rate.	Diarrhea death rate.	
London	4,546,752	60.9	29.4	19.8	2.48	0.19	0.93	167
Liverpool	634,212	47.9	35.6	26.4	3.77	.31	1.87	198
Manchester	543,902	42.1	32.6	24.6	2.92	.14	1.83	206
Birmingham	514,956	40.5	34.3	20.8	2.96	.24	1.67	191
Leeds	423,889	19.6	30.6	19.1	2.79	.17	.94	171
Sheffield	361,169	18.4	34.6	22.2	4.38	.51	1.58	194
Bristol	320,911	27.5	29.2	18.2	1.86	.11	1.11	158
West Ham	300,241	63.8	29.7	16.7	3.50	.26	1.55	197
Nottingham	239,384	21.8	28.9	20.0	3.33	.48	1.68	210
Bradford	236,241	21.8	23.4	18.4	2.33	.20	.97	181
Hull	234,270	26.0	34.3	19.3	3.66	.18	1.46	175
Newcastle	228,625	42.6	31.4	20.6	1.82	.10	.75	193
Average, 33 large English towns	11,404,408	34.1	30.2	20.2	2.81	.22	1.21	181

The last table shows that the health statistics of Bristol compare favorably with the principal towns and cities of England. This honorable preeminence is due to climate, pure water, a good sewerage system, and rigorous administration of sanitary laws and regulations. The average rainfall of Clifton is 33.69, and this is fairly distributed among the months, the lowest (April) having an average of over 2 inches, and the highest (October) having an average of 3.68. The five months from February to June are described as "relatively" dry.

The average temperature is 49.35°. The highest recorded in seventeen years is 87.2; the lowest, 12.2. Such temperatures are very unusual.

SHIPPING.

Number and tonnage of sailing and steam vessels, including their repeated voyages, that entered and cleared in the foreign trade at the port of Bristol during the year 1899.

Countries whence entered and to which cleared.	Entered.						Cleared.					
	Sailing.		Steam.		Total.		Sailing.		Steam.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Foreign countries.												
Russia:												
Northern ports	5	2,531	11	9,207	16	11,738	1	870	2	1,832	3	2,702
Southern ports	...	...	52	66,059	52	66,059	...	...	1	1,391	1	1,391
Sweden	6	2,971	10	7,462	16	10,433	1	508	1	738	2	1,246
Norway	21	11,203	15	6,890	36	18,093	5	2,413	...	...	5	2,413
Denmark (including Iceland and Greenland)	...	...	...	...	...	...	...	...	1	363	1	363
Germany	15	1,925	57	29,798	72	31,723	...	...	31	15,795	31	15,795
Holland	...	...	39	31,987	39	31,987	1	987	47	33,566	48	34,553
Belgium	...	...	29	21,172	29	21,172	...	...	21	17,399	21	17,399
France	11	785	63	14,762	74	15,547	...	...	27	5,125	27	5,125
Algeria	...	...	3	2,535	3	2,535	...	...	...	...	...	...
Portugal	3	581	12	2,479	15	3,060	1	354	...	...	1	354
Spain	6	348	64	33,683	70	34,031	1	85	2	2,525	3	2,610
Canary Islands	...	...	...	...	...	...	...	...	1	1,913	1	1,913
Italy	1	75	...	...	1	75	...	...	...	...	...	...
Greece	...	...	3	1,317	3	1,317	...	...	...	...	...	...
Roumania	1	93	22	28,529	23	28,622	...	...	...	...	...	...
Turkish Dominions:												
European Turkey	1	109	2	2,279	3	2,388	...	...	...	...	...	...
Asiatic Turkey (including El Hedjaz and Turkish ports on the Persian Gulf)	...	...	17	20,354	17	20,354	...	...	...	...	...	...
Cyprus	...	...	1	898	1	898	...	...	...	...	...	...
Egypt	...	...	16	20,275	16	20,275	...	...	...	...	...	...
Tunis	...	...	1	609	1	609	...	...	...	...	...	...
United States of America:												
On the Atlantic	16	13,499	152	265,106	168	278,605	11	9,192	96	168,680	107	177,872
On the Pacific	2	3,892	...	...	2	3,892	...	...	...	...	...	...
Cuba	...	...	...	...	...	...	2	1,419	1	1,872	3	3,291
Mexico	...	...	2	3,463	2	3,463	...	...	...	...	...	...
Chile (including the Pacific coast of Patagonia)	4	4,557	...	...	4	4,557	...	...	...	...	...	...
Brazil	2	1,711	4	5,257	6	6,968	...	...	...	...	...	...
Uruguay	...	...	1	2,271	1	2,271	...	...	...	...	...	...
Argentina (including the Atlantic coast of Patagonia)	2	1,310	24	32,863	26	34,173	...	...	...	...	...	...
Total foreign countries	96	45,590	600	609,255	696	654,845	23	15,828	231	251,199	254	267,027

Number and tonnage of sailing and steam vessels, including their repeated voyages, entered and cleared in the foreign trade at the port of Bristol during the year 1899—Cont'd.

Countries whence entered and to which cleared.	Entered.						Cleared.					
	Sailing.		Steam.		Total.		Sailing.		Steam.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British possessions (including protectorates).												
Channel Islands	4	217	10	1,130	14	1,347	2	106	19	2,147	21	2,258
Gibraltar							1	74	2	547	3	621
British possessions in South Africa:												
Cape of Good Hope									1	2,117	1	2,117
British possessions in India:												
Bengal	1	1,519			1	1,519						
Australia and New Zealand:												
Tasmania									1	1,247	1	1,247
British North America:												
Dominion of Canada—												
Atlantic seaboard	13	9,562	31	96,837	44	106,399	20	12,948	32	98,477	52	111,425
Newfoundland and coast of Labrador	6	677			6	677	5	594			5	594
British West India Islands							1	484			1	484
British Guiana							2	666			2	666
Total British possessions	24	11,975	41	97,967	65	109,942	31	14,872	55	104,535	86	119,407
Total foreign countries and British possessions	120	57,565	641	707,222	761	764,787	54	30,700	286	355,734	340	386,434

Number and tonnage of British and foreign sailing and steam vessels, of each nationality, that entered and cleared, with cargoes and in ballast, from and to foreign countries and British possessions at the port of Bristol during the year 1899.

Nationality.	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
British	593	652,402	284	343,889
Russian	5	2,510		
Swedish	14	12,801	4	3,056
Norwegian	101	63,056	44	31,837
Danish	5	2,567		
German	25	17,702	3	3,899
Belgian			1	1,689
French	7	3,362	2	645
Spanish	1	1,518		
Portuguese	1	243		
Italian	4	2,974	1	855
Austrian	2	2,383		
Greek	2	2,705		
United States of America	1	564	1	564
Total	761	764,787	340	386,434

Total number and tonnage of British and foreign sailing and steam vessels that entered and cleared in the foreign and coasting trades, respectively, at the port of Bristol during the year 1899.

ENTERED.

	Sailing.		Steam.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Foreign trade	120	57,565	641	707,222	761	764,787
Coasting trade in the intercourse between Great Britain and Ireland	162	11,831	387	166,330	549	178,161
Other coasting trade (including Scotland)	3,423	180,849	4,053	432,292	7,476	613,141

CLEARED.

	Sailing.		Steam.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Foreign trade	54	30,700	286	355,734	340	386,434
Coasting trade in the intercourse between Great Britain and Ireland	29	2,171	363	158,934	392	161,105
Other coasting trade (including Scotland)	3,396	209,938	4,412	767,148	7,808	977,086

Net register tonnage of vessels (steam and sailing) that have entered Bristol from foreign ports and coastwise for the years ended April 30, 1899 and 1900.

	1899.				1900.			
	Bristol.	Avonmouth.	Portishead.	Total.	Bristol.	Avonmouth.	Portishead.	Total.
Foreign:								
Cotton and other seed oils:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
From Eastern ports	25,172			25,172	24,495			24,495
From South America	1,527			1,527	3,394			3,394
Fish oil and other Newfoundland produce	718			718	818			818
Fruit in whole cargoes:								
From ports within the Straits of Gibraltar	22,348			22,348	15,158			15,158
From ports without the Straits of Gibraltar	268			268	285			285
General cargoes:								
From the United States—								
Baltimore	18,609			18,609	19,281			19,281
Boston		40,762		49,762		36,234		36,234
Newport News	9,198			9,198	1,483			1,483
New Orleans	7,367			7,367	10,335	3,416		13,751
New York	83,660	167		83,827	88,014			88,014
Philadelphia						7,069		7,069
Portland (Me.)		22,985		22,985		14,027		14,027
From Canada		100,781	3,456	104,237		108,118		108,113
From South America	265			265		10,070		10,070
From ports within the Straits	23,214		130	23,344	31,431			31,431
From French, German, and other ports in western Europe	113,142	193		113,335	111,998	1,701	473	114,172
Grain in whole cargoes:								
From the United States	6,910	33,809	2,627	43,346	10,698	53,054	1,825	65,577
From Canada	377	4,299		4,676				
From South America	17,995	1,497	1,314	20,806	33,569		13,318	46,887
From India		1,722		1,722		4,173		4,173
From ports within the Straits of Gibraltar	133,240	3,811	14,083	151,134	68,313		19,824	88,137
From Continental ports without the Straits	1,397			1,397	4,370			4,370
Guano, nitrate of soda, and other manures:								
From South America	4,438			4,438	6,214			6,214
Ice from northern Europe	2,543			2,548	2,579			2,579
Mineral oils under the petroleum acts:								
From the United States			3,215	3,215			1,542	1,542
Mineral oils not under the petroleum acts:								
From the United States		29,786		29,786		27,133		27,133
Ores from Spain and the Mediterranean	8,682			8,682	9,929			9,929

Net register tonnage of vessels (steam and sailing) that have entered Bristol from foreign ports and coastwise for the years ended April 30, 1899 and 1900—Continued.

	1899.				1900.			
	Bristol.	Avonmouth.	Portishead.	Total.	Bristol.	Avonmouth.	Portishead.	Total.
Foreign—Continued.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Resin, tar, and turpentine from the United States..	10,363	....	....	10,363	13,745	....	....	13,745
Sugar in whole cargoes: From the Continent	8,304	....	....	8,304	11,561	....	....	11,561
Timber and deals in whole cargoes:								
From the north of Europe..................	33,297	4,698	1,304	39,299	43,897	1,227	....	45,124
From the United States and Canada...........	12,290	11,493	....	23,783	21,381	....	....	21,381
Wines and spirits from Continental ports.......	7,843	....	....	7,843	3,007	....	....	3,007
Vessels entering light to load outward	561	....	....	561	2,259	6,199	....	8,458
Total foreign..........	553,728	265,003	26,129	844,860	538,214	272,436	36,982	847,632
Coastwise	688,080	82,653	3,804	774,537	663,840	93,667	6,591	764,098
Total foreign and coastwise tonnage ..	1,241,808	347,656	29,933	1,619,397	1,202,054	366,103	43,573	1,611,730

Net register tonnage of vessels (steam and sailing) that have entered the port of Bristol from foreign parts and coastwise from 1850 to 1900.

Year ending April 30—	Foreign.	Coastwise.	Total.	Year ending April 30—	Foreign.	Coastwise.	Total.
1850	129,254	513,463	643,217	1876	446,057	602,195	1,048,252
1851	147,032	521,831	668,863	1877	518,857	588,796	1,107,653
1852	132,272	522,770	655,042	1878	510,166	598,362	1,108,528
1853	148,454	528,421	676,875	1879	474,217	605,498	1,079,715
1854	186,700	532,874	719,574	1880	521,797	651,576	1,173,373
1855	147,968	530,783	678,751	1881	534,165	710,276	1,244,441
1856	138,764	502,310	641,074	1882	514,926	687,328	1,202,254
1857	183,342	494,280	677,622	1883	545,489	687,310	1,232,799
1858	198,172	488,106	686,278	1884	582,706	664,747	1,247,453
1859	202,998	495,686	698,684	1885	590,976	655,260	1,246,236
1860	206,723	504,970	711,693	1886	638,254	705,759	1,344,013
1861	260,861	529,102	789,963	1887	611,546	690,259	1,301,805
1862	262,327	517,319	779,646	1888	615,666	662,888	1,278,554
1863	277,329	517,491	794,820	1889	642,138	684,550	1,326,688
1864	228,964	534,860	763,824	1890	624,222	669,151	1,293,373
1865	242,693	531,252	773,945	1891	639,500	684,231	1,323,731
1866	253,728	529,810	783,538	1892	700,133	702,690	1,402,823
1867	267,446	522,264	819,710	1893	655,849	750,535	1,406,384
1868	282,184	573,320	855,504	1894	780,485	761,228	1,541,713
1869	290,908	570,820	861,783	1895	794,520	760,825	1,555,345
1870	355,921	593,130	949,051	1896	771,765	748,851	1,520,616
1871	357,128	615,283	972,411	1897	818,084	755,431	1,573,515
1872	374,488	620,100	994,588	1898	792,504	787,955	1,580,459
1873	411,014	615,251	1,026,265	1899	844,860	774,537	1,619,397
1874	432,940	604,677	1,037,617	1900	847,632	764,098	1,611,730
1875	416,755	592,832	1,009,587				

IMPORTS AND EXPORTS.

Imports of free goods into Bristol during the year 1899.

	Quantity.	Value.
Animals:		
Cattle ....number..	16,598	$1,582,149
Sheep ....do....	8,271	60,032
Horses ....do....	11,409	134,840
Bacon..cwt..	238,143	1,788,706
Butter..do....	82,124	1,683,205
Cheese ....do....	343,475	3,688,933
Chemicals	....	117,827

Imports of free goods into Bristol during the year 1899—Continued.

	Quantity.	Value.
China ware ... cwt.	5,200	$40,216
Cider and perry ... gallons.	76,331	12,609
Clocks ... number.	2,472	6,053
Confectionery ... cwt.	3,895	19,568
Copper:		
Ore ... do.	62	3,090
Regulus ... tons.	1,270	232,643
Old ... do.	107	13,820
Unwrought ... do.	402	120,514
Part wrought ... do.	29	7,168
Manufactures		19,816
Cordage		15,592
Grain:		
Wheat ... cwt.	4,204,900	6,986,799
Oats ... do.	589,700	748,822
Barley ... do.	3,785,183	5,088,363
Rye ... do.	12,900	19,986
Pease ... do.	111,645	203,813
Beans ... do.	64,230	98,322
Corn ... do.	4,709,600	4,776,294
Buckwheat ... do.	27,140	45,136
Wheat flour ... do.	1,032,540	2,079,869
Oatmeal ... do.	48,290	159,567
Corn meal ... do.	304,600	338,007
Meal ... do.	30,502	85,695
Dyestuffs		321,748
Eggs		171,446
Fish:		
Sardines ... cwt.	1,706	19,758
Other kinds ... do.	13,569	73,605
Fruit and nuts		143,775
Oranges ... bushels.	368,323	394,824
Preserved		30,478
Glass		414,436
Hams ... cwt.	48,438	378,234
Hay ... tons.	1,641	22,346
Hides ... cwt.	63,835	762,561
Ice ... tons.	4,320	21,023
Iron (including manufactures)		841,028
Lard ... cwt.	95,258	644,752
Imitation ... do.	6,581	86,698
Lead:		
Ore ... tons.	688	30,585
Pig ... do.	3,129	221,255
Manufactures ... cwt.	123	807
Leather:		
Undressed ... do.	58,097	923,666
Dressed ... do.	48,836	1,103,060
Varnished ... do.	28	4,112
Boots and shoes ... dozen pairs.	728	11,154
Other manufactures		1,143
Locust beans ... cwt.	24,475	84,542
Manure:		
Nitrate of soda ... tons.	6,100	235,927
Phosphates ... do.	13,812	89,441
Not otherwise specified		22,570
Matches ... gross.	147,250	29,714
Meat:		
Salted or fresh ... cwt.	39	223
Preserved beef ... do.	26,761	298,277
Preserved mutton ... do.	139	1,236
Preserved other sorts ... do.	8,974	138,787
Metal		54,830
Old ... tons.	307	84,862
Milk, condensed ... cwt.	13,519	108,153
Musical instruments		87,316
Oil:		
Train ... tuns.	378	31,165
Animal ... cwt.	2,664	18,405
Castor ... do.	509	3,265
Cocoanut ... do.	1,613	9,742
Olive ... tuns.	473	76,019
Palm ... cwt.	84	580
Seed ... tons.	874	84,380
Turpentine ... cwt.	55,678	438,544
Chemical ... pounds.	282	326
Other oils		7,319
Oilseed cake:		
Linseed ... tons.	9,804	330,216
Cotton ... do.	13,053	328,114
Onions, raw ... bushels.	108,270	77,698
Painters' colors		220,228

Imports of free goods into Bristol during the year 1899—Continued.

	Quantity.	Value.
Paper:		
Unprinted cwt.	41,617	$141,717
Wood-pulp boards do.	9,291	16,881
Strawboard and millboard do.	40,414	148,744
Paper-making materials:		
Linen and cotton rags tons.	472	18,186
Esparto do.	2,485	58,714
Wood pulp—		
Chemical do.	247	8,472
Mechanical do.	192	4,151
Paraffin cwt.	35,835	155,908
Petroleum:		
Illuminating gallons.	15,349,830	1,484,871
Lubricating do.	2,009,000	211,439
Potatoes cwt.	30,310	29,374
Pyrites tons.	17,119	208,825
Rice cwt.	18,411	50,738
Rosin do.	124,371	126,752
Seeds:		
Clover and grass do.	1,267	9,124
Cotton tons.	84,165	958,639
Flax or linseed quarters.	49,439	421,872
Rape do.	75	875
Garden pounds.	15,662	1,722
Tares and lentils bushels.	1,651	1,886
Other sorts cwt.	92,708	114,241
Slates number.	1,521,500	57,127
Sugar:		
Refined—		
Loaves cwt.	191,999	636,090
Other sorts do.	1,005,144	3,082,708
Unrefined, beet do.	360,890	856,752
Molasses do.	20,715	22,707
Glucose do.	150,453	293,761
Wood:		
Timber, etc loads.	144,155	1,859,090
Furniture tons.	1,403	30,916
House frames	....	186,547
Zinc:		
Ore tons.	445	18,156
Crude do.	8,579	972,385
Manufactures cwt.	15,086	106,264
Sundries	....	1,278,512
Total	....	52,779,418

Imports of grain into Bristol for the years ended April 30, 1899 and 1900.

	1899.	1900.
	Bushels.	*Bushels.*
Barley	10,105,672	8,349,680
Beans	135,104	127,792
Buckwheat	49,832	46,504
Dari	3,224	52,408
Maize	7,878,128	8,629,888
Millet	111,856	1,440
Oats	1,681,584	1,716,488
Pease	166,032	180,376
Rye	....	23,688
Wheat	7,978,760	6,845,552
Total	28,105,192	26,173,816

Imports of dutiable articles into Bristol during the year 1899.

	Quantity.	Value.
Beer ....barrels..	519	$8,540
Cocoa ....pounds..	232,952	81,822
Cocoa butter ....do....	372,781	112,523
Cocoa, prepared ....do....	872	399
Currants ....cwt..	49,406	201,419
Figs ....do....	1,506	7,153
Raisins ....do....	47,998	309,017
Brandy ....gallons..	169,739	369,416
Tobacco:		
Unmanufactured ....pounds..	2,127,810	359,405
Cigars ....do....	3,880	6,910
Cavendish ....do....	466	394
Other sorts ....do....	1,860	642
Wine ....gallons..	452,151	460,083
Sundries	....	68,480
Total	....	1,986,203

Exports of British and Irish produce and manufactures from Bristol during the year 1899.

	Quantity.	Value.
Bleaching materials ....cwt..	10,700	$12,949
Carriages, railroad cars, etc ....value..	....	49,336
Chemicals ....do....	....	178,259
Clay, unmanufactured ....tons..	2,802	19,782
Coal, cinders, and fuel ....do....	3,928	10,136
Cocoa and chocolate ....pounds..	138,400	24,064
Copper ....cwt..	23,513	432,033
Grain, meal, and flour ....value..	....	65,605
Earthen and china ware ....do....	....	11,592
Hides, raw ....cwt..	4,918	43,010
Implements, agricultural, etc ....value..	....	10,346
Iron of all sorts ....tons..	59,960	3,166,222
Lead ....do....	796	62,855
Leather, unwrought ....cwt..	4,877	84,852
Machinery, including engines ....value..	....	76,627
Manure, including sulphates ....tons..	1,061	51,322
Metals, and manufactures thereof, unenumerated ....value..	....	301,727
Oil, seed ....tons..	498	40,927
Oil, other sorts ....value..	....	17,728
Painters' colors and materials ....do....	....	112,659
Paper, of all sorts ....cwt..	7,189	47,920
Rags and paper stock ....tons..	1,684	62,583
Sheepskins ....value..	....	36,981
Spirits ....proof gallons..	43,229	36,162
Tin ....cwt..	623	19,680
Tobacco and snuff ....pounds..	1,904,988	1,243,444
Wool, raw or undressed ....do....	63,200	11,446
Zinc, and manufactures of ....cwt..	2,724	14,857
Other articles ....value..	....	351,458
		6,596,512
Foreign and colonial goods were exported during the year to the value of ...	....	157,922
Total exports	....	6,754,434

Imports into Bristol for the years ended April 30, 1899 and 1900.

	1899.	1900.
Animals:		
Horses ....number..	977	1,378
Oxen ....do....	16,942	15,915
Sheep ....do....	2,835	8,448
Fish ....tons..	855	882
Flour ....do....	65,508	66,162
Fruit:		
Currants ....do....	4,162	2,813
Lemons and oranges ....boxes..	212,614	128,825
Nuts ....tons..	623	557
Other fruits ....do....	4,522	4,167

Imports into Bristol for the years ended April 30, 1899 and 1900—Continued.

		1899.	1900.
Glass	tons	6,243	6,625
Glucose	do	6,945	8,718
Grain	bushels	28,105,192	26,173,816
Hay and straw	tons	2,272	1,220
Hides	do	2,577	8,390
Ice	do	3,759	4,090
Iron of all kinds	do	16,292	16,575
Lead	do	3,160	3,421
Leather	do	4,783	4,426
Marble	do	2,446	2,665
Naphtha	tons	2,975	1,604
Oil, lubricating	tons	5,181	6,634
Onions	do	4,286	3,924
Ores	do	19,788	20,835
Painters' colors	do	1,423	1,797
Petroleum	do	59,281	52,931
Phosphates	do	13,071	12,701
Pitch and tar	do	899	798
Potatoes	do	2,088	8,938
Provisions:			
Bacon and hams	do	19,955	15,593
Beef, mutton, and pork	do	813	237
Butter	do	4,075	4,727
Canned meats	do	1,658	2,767
Cheese	do	16,637	18,655
Lard	do	6,529	6,667
Rice	do	1,116	1,154
Resin	do	9,388	13,696
Seeds:			
Clover and grass	do	652	566
Cotton seeds	bushels	1,760,016	1,676,968
Flaxseed and linseed	do	409,704	513,480
Spelter	tons	9,288	7,710
Soda and nitrate of soda	do	3,242	5,788
Sugar:			
Raw	do	16,693	15,979
Refined	do	59,751	62,421
Tobacco	do	845	1,114
Turpentine	do	3,952	4,182
Valonia	do	4,253	4,444
Wood:			
Deals, battens, and boards	standards	40,378	43,853
Timber	loads	9,222	14,223
Other descriptions	do	16,567	14,907
Wood pulp	tons	2,866	1,503
Zinc	do	804	922

Imports of principal goods into Bristol.

		Year ending April 30.		
		1880.	1890.	1900.
Grain	bushels	11,541,160	19,578,240	26,173,816
Flour	tons	10,097	39,333	66,162
Mineral oil	do	15,178	22,193	54,535
Oilcake	do	30,271	29,042	19,364
Seeds (cotton, flax, linseed)	do	14,574	21,451	45,582
Sugar (raw and refined)	do	50,872	51,930	78,400
Deals, battens, and boards	standards	25,378	30,340	43,853
Timber and other wood goods	tons	21,449	21,374	29,130
Valonia	do	7,610	8,801	4,444
Bacon and hams	do	7,836	7,443	15,593
Butter	do	1,192	495	4,747
Cheese	do	6,387	10,482	18,655
Lard	do	958	1,035	6,667
Green fruit	boxes	59,079	89,760	128,825
Cattle	number	9,709	17,298	15,915
Sheep	do	25,323	5,960	8,448
Horses	do	....	....	1,378

L. A. LATHROP, *Consul.*

BRISTOL, *October 4, 1900.*

FALMOUTH.

FISHERIES.

The pilchard fishery for the 1899 season resulted in about 36,000 casks being pickled. This result was accomplished by drift-net boats and seines in about equal quantities; 34,300 casks were shipped to Italy, including some 1,500 casks that were kept back in Cornwall from the previous season, while some 2,300 casks remained for shipment this autumn.

The fishermen received fair prices for their fresh fish. The early part of the season was profitable to curers, but owing to slack consumption in Italy after the Christmas holidays (partly caused by influenza), later returns were less remunerative.

The United States took some of these fish, as usual.

The herring fishery at St. Ives, carried on by the drift-net boats, was a very good one and lasted unusually late. Seldom, if ever, have so many herrings been caught after Christmas, and the prices realized were exceptionally good. The same may be said of this fishery in the neighborhood of Plymouth, which is mainly worked by Cornish drift-net boats. A feature of the season was the inclosing of shoals of herrings in pilchard seines at Porthgwarra, Mullion, Gunwallos, and Cadgwith, to an extent never before known. Herrings seem to visit this coast soon after pilchards.

For the mackerel fishery, a large number of Yarmouth and Lowestoft boats joined the Cornish fleet in the spring of the year, but the season as a whole was a very poor one.

The crab and lobster fishery was not as good as of recent years. The octopus is becoming increasingly troublesome in getting into the lobster pots and destroying the lobsters.

SHIPPING.

The number of ships and steamers that arrived at Falmouth during 1899 for orders and otherwise, exclusive of men-of-war and coasters, was as follows:

Nationality.	Number of ships.	Registered tons.
British	337	416,906
Norwegian	124	76,049
German	100	147,879
Danish	46	17,924
Italian	36	31,211
Russian	23	15,852
Swedish	20	9,860
French	17	19,520
Dutch	14	7,210
Portuguese	5	1,064
Greek	3	3,898
Spanish	3	2,148
Austrian	3	2,565
American	2	6,920
Brizilian	1	174
Belgian	1	176
Peruvian	1	60
Total	736	758,901

This is a material falling off both in numbers and tonnage. The coaling of steamers is, however, a trade of increasing importance.

IMPORTS.

From July 1, 1899, to June 30, 1900, the imports into this port from foreign countries were as follows:

Articles.	From—	Quantities.	Value.
		Cwt.	
Maize	Argentine Republic	235,353	$229,766.92
Do	United States	95,858	99,227.93
Do	Russia	57,436	67,610.27
Barley	do	160,289	208,179.13
Do	Morocco	6,908	7,450.61
Oats	Russia	13,566	17,884.38
Do	Germany	9,995	13,699.19
Flour	France	11,238	26,882.54
Potatoes	do	6,900	5,650.00
Onions	do	1,960	2,248.22
Sugar	Holland	4,400	15,295.40
Oysters	France	400	2,433.25
		Loads.	
Timber	Sweden	7,524	98,605.02
Do	Norway	3,334	57,395.49
Do	Canada	1,334	19,830.98
Do	United States	957	15,222.41
Do	Russia	234	2,725.24
		Tons.	
Ice	Norway	155	389.32
Phosphate of lime	Algiers	1,500	7,299.75
Do	Belgium	785	8,820.20
Bones	Spain	150	3,280.00
Nitrate	Chile	1,270	47,896.09
Pyrites of copper	Spain	762	7,178.22
Tin ore	France	63	18,736.02
Slates	do	100	1,897.93
Plaster of paris	do	129	467.18
Explosives	Belgium		29,977.64
Do	Germany		7,591.74

It will be seen from the foregoing that maize and timber were the only cargoes from the United States. American manufactured articles are, however, in considerable demand, but the tradesmen who deal in them receive their supplies from the large distributing centers in this country, there being no direct line from here to the United States. I may say that there is no town in Cornwall of over 14,000 inhabitants.

EXPORTS.

The exports during the same period (July, 1899, to June, 1900) consisted chiefly of China clay, salted pilchards, and granite. Declared exports to the United States through this consulate were as follows:

Articles.	Quarter ended Sept. 30, 1899.	Quarter ended Dec. 31, 1899.	Quarter ended Mar. 31, 1900.	Quarter ended June 30, 1900.	Total.
Arsenic		$1,552.12	$1,509.60		$3,061.72
China clay and stone	$38,768.17	75,587.86	78,751.38	$75,069.57	268,176.98
Fish	895.24	3,710.27	503.93	109.00	5,218.44
Furnace for liquid fuel				111.92	111.92
Personal effects	243.32	170.32			413.64
Safety fuse			536.52		536.52
Works of art	456.23		973.30		1,429.53
Total	40,362.96	81,020.57	82,274.73	75,290.49	278,948.75

SCILLY ISLES.

There has not been any consular business at this agency since my last report.

HOWARD FOX, *Consul.*

FALMOUTH, *October 18, 1900.*

SUPPLEMENTARY.

MINING.

The produce of Cornish mines and quarries during 1899 was as follows (the amounts representing the values at the mines or works):

Articles.	Quantities.	Values.
	Tons.	
Arsenic	1,361	$64,700.11
Arsenical pyrites	9,679	36,732.34
Chert and flint	432	209.25
China clay and china stone	506,228	1,414,302.23
Clay (other kinds)	58,366	18,658.16
Copper ore	5,172	104,566.48
Gravel and sand	1,825	1,075.49
Igneous rocks, including granite	222,614	472,089.43
Limestone	4,368	2,374.85
Mica	650	1,182.42
Ocher	419	768.90
Sandstone	5,182	4,920.08
Slates and slabs	32,408	178,113.90
Tin ore	6,389	2,142,715.07
Uranium ore	7¼	1,338.28
Wolfram	94	18,643.56
Zinc ore	42	391.72

The year 1900 has been remarkable for really good prices for tin, although fluctuations were at times continuous. At the beginning of the sharp rebound in 1898, it was thought that if the price of metallic tin kept at or about $487 per ton, it would be much the best for Cornish tin mining, and that anything beyond this must be considered unsafe and not to be depended upon. However, in the first week of 1900 prices began to advance, $525.58, $540.17, $574.24, and $593.71 being recorded before the end of the month; in February, $632.64, $691.04, and $705.64, and the first week in March, $734.83. An easier tendency followed, but was of little consequence, the price which had ranged down to $632.64 rebounding to $681.31 and upward.

However, Cornwall is mostly concerned in the price of block tin. The average price of all the block tin sold at the last ticketing in 1899 was $297.82 per ton, while the average of all the block tin sold at the last ticketing in 1900 was $353.13, an increase of $55.31 per ton. The price for the best parcel of block tin sold at the final ticketing of 1899 was $323.61 per ton, whilst the price realized at the last ticketing in 1900 was $381.40, an advance of $57.78 per ton.

The dividends paid by the five tin mines which worked at a profit in 1900—the Dolcoath, East Pool, Grenville, West Kitty, and Levant mines—aggregated $420,499.66. This by no means represents the full profits. For instance, lords' dues form a substantial item of real profit, which must not be forgotten. In Dolcoath alone, the lords' share in twelve months was $54,835.72, the other four mines bringing up the total to from $97,000 to $107,000, and making the total profits really from $61,000 to $62,000.

On the whole, Cornish tin mines are in better condition than they have been for a long time.

Inquiry has often been made in the last twelve months why so few new ventures have been forthcoming in the Camborne and Redruth district. The mines in that district, it is well known, withstood the low prices of the depression better than the mines of any other district, and several of them were able to weather the storm successfully.

Consequently, most of the known tin areas of the district have been occupied by active mines or by those which were only temporarily suspended. Of these latter some have been started again; for example, South Condurrow and South Crofty. But there are other indications of activity in the Camborne and Redruth district: the Gwennap mines are being resuscitated on a fairly large scale, while there is again a move, which promises to be more successful than the last, to start a group of mines to the west of Dolcoath. The property which is situated immediately west of Dolcoath is an extensive one, but will require ample capital to work it.

AGRICULTURE.

I quote the following from a local journal:

From the British farmers' point of view, 1900 can not be considered a satisfactory year. The progress recorded in 1898 and 1899 received a check; still it must be admitted that a better season was experienced than seemed probable at the end of March, when the spring corn tilling was much in arrear and all vegetation backward. The hot weather which followed and the rain in June and July made up a lot of leeway, and the harvests commenced at an average date. Cornwall, in an agricultural sense, is, speaking generally, more prosperous than other parts of England. Its climate renders it almost the garden of the country for early crops of vegetables and fruit. Its distance from the great centers of industry and population entails heavy charges for transit, and while as many of the crops arrive at maturity, at the same time their value is reduced. Abundance is not always a blessing. A fair average crop with fair prices is often better than an abundant one with very low prices. Dairy farmers and grazers in the country have found the year, if not disastrous, at all events unremunerative. The wheat area has been reduced by more than 2,700 acres, the barley area increased by only 400 acres, and on oats 2,000 acres; while potatoes, hay from rotation grasses, and permanent pasture were about the same. More rotation grass has been stocked, while permanent pasture is reduced by about 1,300 acres, which has probably been converted to tillage. The most gratifying feature in the figures relating to the country is the increase of 4,835 in the number of cattle, but a decrease of 16,381 sheep on the year counterbalances this. Pigs have also decreased by 5,927. It is not calculated that any of the crops are better than the previous year or of more value, except roots. Fluctuations in the supply of live stock may be expected; but the western shires are essentially rearing, dairy, and grazing counties, and a decline in numbers is serious.

Cornwall had 28,010 acres under wheat, as compared with 30,733 acres last year. The reduction in the area of wheat cultivation is not so much by about 1 per cent as that of the average of Great Britain. The cultivation of barley increased from 31,905 acres to 32,300 acres, or four-tenths of one per cent. The area under oats was 64,340 acres, as against 62,434 acres last year, an increase of about 3 per cent, as compared with 2.2 per cent for Great Britain as a whole. The decrease of wheat is 2,763 acres, whilst the increase in barley and oats is 2,281 acres. Cornwall has 5,601 acres under potato cultivation, a decrease of 48 acres on the year. Under rotation grasses for hay there are 49,720 acres, an increase of 678 acres; while not for hay there are 139,593 acres, an increase of 2,215 acres. The permanent pasture for hay reached a total of 32,069 acres, a reduction of 312 acres; while the quantity not for hay is 206,737 acres, a reduction of 1,472 acres, showing that probably that area has been converted into tillage or market and fruit gardens—a healthy sign. Of cattle, there are 203,983 as compared with 199,148.

The increase in the number of cattle in the two most western counties is more than the total actual increase for Great Britain. For its size, Cornwall is much better than Devon, the increase being 4,835 to Devon's 5,731; together 10,566. This is most satisfactory when decreases are the rule.

Sheep number 399,756 against 416,137 in 1899. The total decrease in the number of sheep for Great Britain is 2.4 per cent, whereas for Cornwall alone it is about 4 per cent. Sheep, however, increased 10,000 in 1899 over 1898. Still the reduction on two years is serious, and is attributed to want of keep. Pigs number 88,559 against 94,486. Comparing this decrease with that of Great Britain, Cornwall is about 3 per cent better than the average for the country.

HERRING FISHERY.

With the advent of the cold weather, herrings seem to have disappeared from St. Ives Bay. During the season just closed, there has been a considerable falling off as compared with that of 1899. Up to December 30, 1900, only 1,800 tons of these fish had been shipped by rail, as against 3,600 tons the previous year—exactly one-half less. The quantities named include both fresh and cured fish.

Eighteen hundred and ninety-nine was noted for exceptionally heavy catches and low prices, whereas prices in 1900 kept up exceedingly well and averaged $1.03 per 100. On one occasion, herrings brought as much as $2.98 per 100. Some of the fishermen did very well, while others had only a poor season. St. Ives men, however, did better in the North Sea last season than for several years past. Some 150 Newlyn and Mousehole men also worked on the St. Ives fishery. Some of the boats have since gone to Plymouth to engage in the herring fishery at that port. There being a good demand for kippers, herrings have been brought to St. Ives by rail and have been cured and dispatched to the various markets.

SHIPPING.

Particulars of the steamers and sailing ships that arrived at Falmouth for orders and otherwise during 1900 are as follows (men-of-war and coasters are not included):

Nationality.	Number of ships.	Registered tons.	Nationality.	Number of ships.	Registered tons.
British	345	463,039	Brazilian	5	583
Norwegian	143	92,098	Austrian	2	3,118
German	86	132,847	Portuguese	2	365
Danish	37	12,549	Peruvian	2	98
Italian	35	30,241	American	1	1,727
French	32	40,444	Belgian	1	1,329
Russian	24	15,632	Uruguayan	1	1,134
Swedish	20	15,276	Greek	1	592
Dutch	17	7,670			
Spanish	8	9,786	Total	762	828,528

At the docks, nothing of special note has occurred. On the whole, general imports and exports have risen a little in volume, the chief advance being found in the continued shipments of granite to Gibraltar. Ship repairing has sunk below the average extent, although the storm at the end of the year was the means of bringing into the port many large vessels requiring repairs.

HOWARD FOX, *Consul.*

FALMOUTH, *January 16, 1901.*

HUDDERSFIELD.

The industrial condition during the current year in the Huddersfield district, and, in fact, in the entire region of the woolen industry, has been most unsatisfactory, all the more so when contrasted with the remarkable business of the preceding twelve months. 1899 was the banner year of the generation for product, trade, and profit. Then the mills were in full operation (often overtime), skilled labor in demand, markets brisk, and profits excellent.

Thus far in 1900, half the looms are idle or running half time; the product to date does not exceed half of the output for the same period of the previous year. Markets are dull and dragging, and as to profit, there is none. Such a stagnation of the woolen industry has not been known in a quarter of a century.

For this complete reversal of conditions, several causes are suggested. One of these is the increased cost of fuel. Beginning with January 1, 1900, the price of coal to all consumers in England, large and small, has been 50 per cent above the figures of preceding years; and the cost of production of all sorts has risen accordingly.

The South African war has been a disturbing element. Taxes and rates have increased. The withdrawal of nearly 200,000 men from the ranks of the consumers has just so far lessened the domestic demand for clothing—a loss which army contracts have not nearly made good.

WOOL MARKET.

Of much greater moment has been the extraordinary state of the wool market, a condition which has affected injuriously the woolen industries of other countries as well as this. The constant fluctuation of prices throughout the year has so bewildered the manufacturer that he has been entirely unable to plan intelligently either his purchases or his sales.

The most important factor in the situation, probably, has been the inevitable reaction from the overproduction of 1899. It is the old story of the "lean year" following the "fat" one. The legacy of 1899 to its successor was a large unconsumed surplus and glutted markets. The overproduct has not even yet been entirely disposed of.

But whatever the causes, the fact remains that the record of 1900 is one of diminished product, increased expense, stagnant markets, and an exceedingly gloomy outlook. It is worthy of remark, however, that amid the generally depressed conditions of the year, the market from which least was expected has been, relatively, the best.

EXPORTS.

The trade from this district with the United States has actually, though not greatly, increased, as will be seen by the tabular statements below. It will be noted that for the fiscal year ended June 30, 1900, the value of the exports to the United States was over 20 per cent larger than the preceding year, and for the half year ended at the same date, over 30 per cent larger than for the corresponding period of 1899.

Declared exports to the United States from the Huddersfield district for the year ended June 30.

Articles.	1899.	1900.	Decrease.	Increase.
Woolens	$282,224.93	$480,250.57		$198,025.64
Worsteds	526,178.70	622,909.15		96,730.45
Other fabrics	36,618.95	82,297.77		45,678.82
Wool		7,493.58		7,493.58
Sewing cottons	79,539.68	97,519.25		17,979.57
Card, clothing, and other machinery	111,747.21	155,064.02		43,316.81
Chemicals and dyes	265,689.22	186,948.55	$78,740.67	
Miscellaneous	71,549.65	26,100.57	45,449.08	
Total	1,373,548.34	1,658,583.46		285,035.12

For the six months ended June 30:

Articles.	1899.	1900.	Decrease.	Increase.
Woolens	$149,646.20	$254,212.56	....	$104,566.36
Worsteds	261,978.93	307,737.41	....	45,758.48
Other fabrics	19,890.84	44,537.04	....	24,646.20
Wool	....	7,493.58	....	7,493.58
Sewing cottons	27,217.67	47,408.23	....	20,190.56
Card, clothing, and other machinery	58,259.83	85,258.86	....	26,999.03
Chemicals and dyes	101,221.46	88,286.32	$12,935.14	....
Miscellaneous	23,199.29	14,697.48	8,501.81	....
Total	641,414.22	849,631.48	....	208,217.26

Since July 1, however, the exports have fallen off materially, and it is not probable the totals for the calendar year will show up so well as the figures above.

MARKETS AND OPENINGS FOR AMERICAN PRODUCTS.

On this subject, there is not much to add to former reports, the openings for our products remaining practically the same. One feature of the situation, however, deserves mention.

Of recent years, there has been a growing demand for a certain class of American goods, chiefly devices in metal commonly described in the hardware and building trades as "shelf goods," such as locks, latches, door plates, fastenings for doors, windows, and gates, curtain fixtures, and similar articles. These goods have been in demand because of their lighter make and more graceful patterns (with equal strength and durability) as compared with similar products of English factories.

The English manufacturer of like goods, seeing his trade slowly slipping away, has boldly met competition by supplying imitations, or duplicates, of the foreign-made articles, being careful not to infringe patent or trade-mark rights; and now, on the shelves of the shops which supply builders and joiners, side by side with the devices imported from the United States, may be found similar articles of English make, claiming equal merit for finish, weight, strength, and general value with the American wares.

BENJAMIN F. STONE,
Consul.

HUDDERSFIELD, *October 30, 1900.*

HULL.

One of the most remarkable features of the trade of Hull for the year 1899 was the large increase of tonnage compared with the previous year, which was considered a fairly good one. This result came very unexpectedly, for it was thought when smallpox broke out in March, 1898, and continued without interruption during the remaining nine months of that year and the first three months of the following, that the trade of Hull was practically doomed, so far as 1899 was concerned. Complete returns show, however, that it has been the greatest year in the history of the port, and that Hull is determined to keep up the increase which has been steadily maintained, with the exception of two or three years, ever since the port was opened. To-day, it proudly establishes its claim to rank behind only two other ports in Great Britain—Liverpool and London—in the volume and value of its trade.

Great as the volume of business was in 1899, as regards the tonnage of the port, the increase for the first six months of the year 1900, compared with the six months of the previous year, is nearly 100,000 tons, and it is possible that the returns for 1900 will approach very closely, if not exceed, 2,000,000 (about 3,500,000 gross) tons. Last year, the complete tonnage of the port was nearly 1,900,000 tons net.

There is no question but that the smallpox epidemic very materially interfered with the trade of Hull for the year 1899. Under ordinary circumstances, this year would have proved that Hull has entered upon a period of prosperity that will soon enable it to take its place among the great seaport towns of the world.

For a great many years, the clashing of rival interests has been instrumental in retarding the growth and material development of the port. The two great parties to this struggle have been the corporation on the one side and the North Eastern Railway Company on the other. The latter has vast interests in Hull, and until recently, absolutely controlled the transportation facilities of the port. Ten or twelve years ago a new railroad was built, with a view of relieving the conditions which then existed by giving another outlet to the trade of the port to the south and west. This enterprise was completed mainly by local capital, encouraged by some assistance from the outside, and has proved fairly successful. New docks were built, which were a great improvement on the old system, and their construction might, in a certain sense, be regarded as the turning point in Hull's commercial career.

Although the struggle between the corporation and the North Eastern is still on, the feeling between the two parties has lost a great deal of its bitterness, and a better understanding seems to prevail. The worst features of this struggle have disappeared, fortunately for the people of Hull, and May, 1901, will be a red-letter month in local history. By virtue of an agreement between all the contending parties, the necessary power from Parliament having been obtained, additional dock space will be provided until Hull can boast of the finest single dock on the east coast. This dock will be the joint property of the Hull and Barnsley and North Eastern Railway companies. It will cover fully 60 acres; will be equipped with all the latest appliances for handling ships and discharging cargoes, and will be of sufficient depth to admit the largest vessels afloat. This is precisely what Hull needs. In addition to this scheme, the North Eastern Railway Company has several extensive plans in hand, all having reference to the improvement and enlargement of its own property and transportation facilities within the corporate limits of Hull. The company is also about to apply to Parliament for power to enable it to own and operate a line of steamships of its own from the port of Hull. Apart from this move, the programme at present agreed upon, involves an expenditure of over $15,000,000.

THE FAILURE OF EARLE'S SHIPYARD.

The failure of Earle's Shipbuilding Company, one of the largest and best known establishments in Great Britain, provided the business community in Hull with the greatest sensation of the present year. This concern employed between 4,000 and 5,000 hands and paid in wages annually something like $1,500,000. The disaster falls heavily on thousands of people who live in East Hull, or that part of the city adjacent to the yards. The general effect, so far as creditors are concerned, has a much wider range and makes itself felt in the iron districts west and south, particularly at Sheffield and Birmingham, and in financial circles in London. Causes without limit are mentioned in connection with the failure, but it is generally understood that it was due to loose management. It is only fair to say, however, that the advance in the price of raw material was one of the chief contributors. This and differences with the Admiralty, together with the disastrous explosion on the *Bulfinch*, were the main causes that forced the concern to the wall. The *Bulfinch* was a torpedo-boat destroyer, constructed by Earle's for Government service, and was on trial near Portsmouth when the terrible accident happened to her machinery which resulted in the death of several men and the scalding of others. This mishap cost the concern between $75,000 and $100,000, just at a time when it could least afford it. The failure followed a few months later. The business is now about wound up by the official receiver, and the whole establishment, freehold, buildings, machinery, etc., will be sold next month. The general impression is that the Wilson Shipping Company will be the purchasers. The managers have already made an offer of $1,000,000. They own a very large fleet of ships, and can keep the yard busy with their own work. The presumption is they will put it in thorough order, weeding out where it is necessary and putting in additional plants as occasion demands. I have it on good authority that their programme, in case they should secure the works, involves heavy expenditures of money and the employment of the best mechanical talent in the country, their determination being to make the yard one of the finest shipbuilding concerns in the world.

GRIMSBY.

Grimsby, another important port in this consular district, stands on the east coast, a short distance from Hull. It has long been known in connection with fishing interests, and has quite a trade, principally with continental ports. The inward foreign tonnage for the year 1899 was nearly 970,000 tons, while the coasting tonnage represented a total of 160,000. The fish trade of the port is enormous, no less than 18,000 steam trawlers running into Grimsby last year, representing a total net tonnage of 950,000. It has some trade with the United States, mostly with Southern ports. The transportation facilities, so far as the inward trade is concerned, have improved wonderfully within the last few years, and are certain to play a very important part in the development of the port. In this connection, I might state that a powerful combination, representing terminal interests, was recently formed, and is about to apply to Parliament for the necessary powers to construct a new system of docks similar to that of Hull. In Hull shipping circles, this move is regarded with a good deal of uneasiness, as its success must inevitably increase, to a very great extent, the annual tonnage of Grimsby at the expense of Hull trade. There is certain to be considerable controversy when this proposition comes before the Parliamentary committee, as Hull is determined to be well represented, both in a legal and corporate capacity, and the North Eastern Railroad has its interests to protect against the encroachments of a measure of this kind. The scheme simply aims at a diversion of the vast traffic which the North Eastern now commands by reason of its position in Hull. Eighty per cent of the tonnage that comes to the port of Hull for distribution throughout England is held safe by this company. This applies more particularly to the tonnage going south or London way. The success of the new scheme at Grimsby would take a large portion of this carrying power away from the North Eastern, by placing it with the railroad companies south of the Humber. The Hull corporation will have to bury the hatchet for the time being and make common cause with the North Eastern in this fight.

THE PORT OF GOOLE.

Goole is another important seaport in this consular district. It stands at the head of the Humber Estuary, about 30 miles west of Hull, and has a very large trade with continental ports. It has direct railroad connection with the industrial districts of the West Riding of Yorkshire and receives annually great quantities of yarns, textile fabrics, etc., for transportation to the various countries of Europe. Through this means, the value of its tonnage stands out in bold contrast with that of its measurement; in 1898, while the tonnage of the port is put down at 476,089, the value of the cargoes amounted to little short of $30,000,000. The tonnage for 1899, as reported in the annual statement of the "Navigation and Shipping of the United Kingdom," far exceeds this, being 587,241 tons net. The value is not given, but it is safe to place it far beyond the $30,000,000 of the previous year. A ship clears occasionally from this port for the Southern States. The total number of vessels that entered and cleared at the port during 1899 was 4,529. This includes the repeated voyages of the ships of the regular continental service.

KINGS LYNN.

Kings Lynn lies down on the Norfolk coast, over 100 miles from Hull. It is an old-fashioned historic town, provided with good docks and transportation facilities. Its trade is mainly with the continent, whither it sends large quantities of oil cake and miscellaneous cargoes—machinery, textiles, etc. The tonnage last year was 224,520, representing a total entry of 928 ships, 715 of which were British.

Kings Lynn is familiar to Americans through the tragic story of Eugene Aram, as related in the brilliant style of Bulwer. It was here he taught in the old grammar school, and it was from here he was taken to be executed for the crime he had committed fourteen years previous. Strange to say, it was from this very port the earliest polar expedition on record sailed, in 1330. It was in charge of a Franciscan monk, who claimed to have gone so far north that he and his hardy associates nearly froze to death. The natives proudly point to this fact as indicating their early association with scientific navigation. The place is full of history and old traditions, but the tide of commerce has swept away nearly all the ancient landmarks.

BOSTON.

Boston, not far distant from Kings Lynn, stands on the river Witham, in Lincolnshire. It occasionally sends a ship to the United States, in ballast. Its trade, like that of its neighbor, is mainly with the continental ports. It has commercial advantages of great importance, through its canal communication with Nottingham, Derby, Gainsborough, and Lincoln, and has good dock accommodation. The returns for 1899 show that 529 ships entered the port, representing a tonnage of nearly 108,000. Boston, like Kings Lynn, is very proud of its historic associations, and can boast of a great antiquity. Its growth is slow, but sure. The people of both towns are noted for their hospitality, and are particularly cordial in their relations with Americans.

HULL STREET-CAR SERVICE.

Up to a year ago, when the present electric service went into effect, Hull tolerated a system of local transportation that was entirely insufficient. It was behind every other city in England in this respect; now, it has suddenly leaped to the front with one of the best equipped tram services in Great Britain. Its motors and most of its equipments are American. Some of the cars, known here as "double deckers," were built in Philadelphia by Brill & Co., others by English manufacturers. The American cars are universally admired for their handsome finish and comfortable seats. The interior of the English product has no upholstering of any kind, while that of the American car is provided with spring seats, upholstered in elegant plush, affording clean and comfortable accommodation. The service, in every respect, is first class, well officered and well managed, and reflects a world of credit upon the enterprise and public spirit of the corporation.

I am indebted to Alderman Larard, chairman of the electric works committee, as well as to the city engineer and his assistant, for interesting details regarding the service.

A few years back, it would have been considered somewhat of a novelty to find an English town like Hull, located as it is in the great manufacturing county of York, going abroad to draw its supplies for a local enterprise of this character. Here, we have Belgium furnishing the steel rails; Australia, the wooden blocks for paving, and the United States, the motors and cars and most of the electrical equipments. The Englishman finds himself sorely touched, and it is through such simple problems of economics that he begins to realize the solemn and portentous fact that he is engaged with competitive forces that threaten to wrest from him the commercial supremacy which his country has so long and so successfully enjoyed.

The city engineers were determined that the construction of the permanent way should be as thorough and as durable as it was possible to make it. The rails are laid upon longitudinal sleepers of creosoted redwood, 4 inches deep by 7 inches wide. The concrete foundation upon which the paving is laid is carried under the sleepers and the rails are bolted down through the sleepers to the underside of the concrete at intervals of 3 feet 6 inches. The roadway was excavated to the depth of 12 inches, which under the rails was increased to 17 inches to make room for the sleepers. When the excavation was completed, the sleepers were packed upon bricks at the proper level and were clamped tight under the rails and secured to them by dogs. The holding-down bolts and washers were placed in position, and after the rails were carefully lined up, the foundation concrete was put in, special care being taken to pack it tight under the sleepers. When the concrete had thoroughly set, the holding-down bolts, which measured 14 inches in length, were tightened up, rail, sleeper, and concrete being thus firmly bound together. The rails weigh 94 pounds to the yard and are in 60-foot lengths. They have a center groove fifteen-sixteenths of an inch in width, the head measuring 3¼ inches over all. The objects sought by the adoption of the center groove are to secure even wear on both sides of the rails, thus avoiding the projecting lip, which, as the rail wears down, is often a serious annoyance; to afford continuous support for the car wheels when passing the rail joints, which are splayed, and to increase the wearing surface of the head, thus adding to the life of the rails. The dimensions of the rails are as follows: Depth, 6 inches; head, 3¼ inches; base, 7 inches; groove, fifteen-sixteenths of an inch; depth of groove, 1$\frac{1}{16}$ inches. Fish plates about 2 feet in length are used, and these are secured by 6, 7, and 8 inch bolts with square heads. Further support is provided by a sole plate 20 by 7 inches by five-eighths of an inch at each joint. The gauge is 4 feet 8½ inches and the rails are held in position by tiebars, being secured by a double knot at each end. A foundation of concrete 7 inches deep extends over the whole width of the roadway, and this is faced with cement composition and brought to an absolutely true face, on which rests the wood pavement flush with the tread of the rails. The blocks are about 4½ inches deep, and were sawn in Hull from the planks imported directly from the Jarrah and Karri forests of Australia. It is a hard, close-grained wood and is very expensive. Time alone will show whether the corporation was justified in providing or experimenting with such costly material. The advisability of trying American wood on some of the streets where extension of the street-car service is contemplated is now being considered. I was shown some samples which looked just as good as, if not superior to, Australian wood. These samples are known as red gum and come from New Orleans. In some quarters it passes for satin walnut, but the contractors insist that it is a different wood. It is of very close, solid texture and takes a magnificent polish. It has been already used in London streets for two years, and, so far as I have been able to ascertain, has given good satisfaction. Its peculiar structure resists the action of water much better than the wood from Australian forests, and, being less liable to contraction and expansion, it possesses an important advantage in this respect.

The level crossing on Anlaby road is an example of some clever work on the part of the city engineers. Special patterns had to be made both for the railway and tramway lines. Owing to irregular construction, these were difficult to cast, and great care had to be exercised in order to obtain straight and level castings. Some of the pieces weigh 800 pounds each. They are bolted down on timber plate and concrete, so as to make a thoroughly substantial structure, capable of carrying the heavy traffic of the railway. The work is so complete and so successful that very little jarring is felt at this crossing, either by the passengers on the trams or those on the North Eastern Railway, which intersects the line at this point. The spring points and crossing used on the cross over have been made with speed hands to suit the rails, and an angle of 1 in 4 has been adopted. The rails throughout the lines are bonded at the joints by two or more Neptune bonds of 0.25 square inch section, and are cross-bonded at intervals of 180 feet with bonds of 0.116 square inch sectional area.

The power house is located in the central part of the city. The building was designed by the city engineer, and is a neat structure of brick, with stone dressings, the roof being carried on a light iron structure. The walls inside are lined with glazed bricks to the height of 6 feet. There is plenty of space, and the general arrangement is admirable. The boiler room is 83 by 63 feet, and is equipped with a battery of four Lancashire boilers, 30 by 8 feet, of about 360 horsepower. These are fired by Vicker's mechanical stokers, with hoppers of 8 hundredweight capacity, driven from a shaft connected by worm gear to a 4½ brake horsepower electric motor. The feed water is taken from the city mains and, after being softened and filtered, is run through into a storage tank of 70,000 gallons, or is delivered through an economizer or direct to the boilers by pumps. The motor has a normal speed of 700 revolutions per minute on a 500-volt circuit, but by means of resistance the speed can be varied as desired to any rate between 500 to 800 revolutions per minute. If run on a 220-volt lighting circuit, the speed can be reduced to 250 revolutions per minute. The working pressure of the boilers is 150 pounds, and against this pressure a pump is capable of delivering 1,750 gallons of water per hour. There is also one hot well pump, driven by a 1¾ horsepower, open-type shunt motor, capable of delivering 1,700 gallons of water per hour against a head of 25 feet. The speed of this motor may be varied from 1,200 to 700 revolutions per minute on a 500-volt circuit, and from 600 to 350 revolutions on the 250-volt circuit.

The steam piping and connections are arranged according to the latest ideas, and, taken altogether, form a thorough and complete job. One of the features of the steam-raising plant is a Green's economizer of 256 pipes, giving 2,618 square feet of heat surface. It is arranged in two groups with passages between, and around one side of the apparatus, to provide facilities for cleaning.

The engine and dynamo room is 83 by 44 feet, and is well lighted from above. Its equipment throughout is of the highest standard.

A London publication, devoted to tramway and railway interests, has the following to say in reference to the trolley standard in use on the motor cars here:

> The trolley standard of these motor cars deserves special mention, as this is, we believe, the first line on which it has been used. It is made of wrought iron, and is compact, if a trifle heavy, in appearance. The tension spring being contained inside the tube, and therefore out of sight, is not liable to accidental injury. The trolley pole, which is of the finest taper steel tube, is pivoted in such a way as to be readily removable. The head of the standard to which the pole is attached rotates on ball bearings, allowing of a lateral movement of the pole within a radius of about 8 feet from the standard, which is fixed 2 feet 8 inches from the center line of the car. The trolley head is of the swiveling type, and attached in such a way to the pole that it will slip off in the event of its being caught in the overhead line, thus removing risk of damage to the trolley-wire construction or to the car.
>
> Each motor car has two lighting circuits, consisting of six 16-candlepower lamps in series, but only five of the lamps on each circuit are actually in use at any time, the

two lamps in the canopy headlight at the rear end of the car being short-circuited by a special plug switch. The lamps on vertical standards attached to the roof, with half opal globes, form a special feature of the cars; the remaining lamps are used for lighting the interior and as signal lights, with colored glasses to indicate the route of the car. The electrical equipment of each motor car also includes one Siemens automatic cut-out (which can be used as a switch), one Siemens main switch, fixed below the driver's canopy at the other end of the car, a lightning arrester and choking coil, and a slate panel with the necessary switches and fuses for the lighting circuits.

AGRICULTURAL LABOR IN YORKSHIRE.

The city of Hull is situated at the middle of the base of a triangular district forming part of the county of York, the largest of the English counties, which contains over 4,000,000 acres. Yorkshire is divided into three divisions, called, respectively, the East, West, and North Ridings. The East Riding, in which Hull is situated, is, as stated, of a triangular shape, about 50 miles long and about 50 miles broad. It is wholly agricultural and contains little land which is not cultivated, the cereal produce being wheat, barley, and oats, and the usual vegetables. The inhabitants cluster in ancient villages, many of which have been in existence from eight hundred to one thousand years; in fact, there is not a modern village in the district. There are a few, but only a few, ancient market towns, the largest of which contains but little over 10,000 inhabitants.

The estuary of the Humber, which opposite Hull is 3 miles broad, forms part of the division between Yorkshire and Lincolnshire, the latter being the second largest county in Great Britain. The population of Lincolnshire is almost entirely agricultural, and in its physical features and the occupations of its inhabitants, this county is a replica of the East Riding of Yorkshire. Nearly all the towns and villages are of great antiquity and all are connected with agriculture. It contains one large port—Grimsby—which, though a thousand years old, lay dormant for over six hundred years, and only sprung into new life fifty years ago, since which time it has increased its inhabitants from a few hundred to over 60,000. The tendency of all these villages is to decrease in population. The young men, though brought up to agricultural pursuits, readily find employment as horsemen, etc., in the great towns. The demand for domestic servants in the large towns is practically unlimited, and young women from lonely farmhouses can obtain situations instantly upon application. As a result, they flock to the cities in large numbers, London taking a vast supply.

The system under which agricultural servants are engaged in this district is remarkable. It has remained unchanged from time immemorial. In Lincolnshire, every man, boy, and girl throughout the agricultural district leave their situations the first week in May and have a week's holiday. They spend this week in attending various country towns where statute hirings are held. Hither flock masters and mistresses in search of a fresh supply of servants. No notice is required on either side, but generally an understanding is arrived at between master and servant. The engagement is made for a year, which the servant is not allowed to break. During the whole of the year, the master is not bound to supply the servant with any money, and if the servant leaves before the year expires, the wages already earned are forfeited. At the statute hirings the servants stand in the market place, and, when engaged, the master gives them a shilling (25 cents), known popularly here as a "fest." When once that shilling is accepted, the servant is no longer a free agent. If the bargain is rued and the servant takes a situation at another farm, the master promptly takes legal proceedings against the servant, compelling the delinquent to appear before the local bench of justices, all of whom are associated more or less with agriculture. The result is always the same. The servant is fined, generally two dollars and a half, and is also compelled to pay damages to the master to the extent of five, ten, or fifteen dollars. These remarks apply principally to farmyard hands, the women rarely appearing before the magistrates.

These remarks equally apply to the East Riding of the county of York, with the exception that all the hirings in the East Riding take place at Martinmas, in November. The servants are all supposed to leave on Martinmas Day, but they really leave eleven days later, at old Martinmas Day, the reason being that when the time was altered in the last century, the thrifty Yorkshire farmers objected to pay a year's wages for a year that was eleven days short, and so the practice became universal to leave ten days after new St. Martin's Day.

The work at these country farms is dull and lifeless in the extreme. Labor commences at dawn and ceases only at dusk. There are no pleasures, no amusements, and no holidays. Vast numbers, however, of both male and female farm hands now own bicycles, and some little visiting is done. The law is all on the side of the master, and however tyrannical the master or mistress may be, the servant has to submit for a year.

Of course, many agricultural servants remain in one situation two and even several years, but as a rule a change is wanted on both sides, and the majority seek new places at the conclusion of their term of servitude.

The rates of wages for agricultural servants in this district are: Foremen, $125 to $130 per annum; wagoners, $100 to $115; third hands, $90; plow lads, $60 to $75, and young lads, $30 to $55.

The pay for female servants is: Cooks, $90 to $100; housemaids, $70 to $85, and younger, $65; girls, first time out, $40 to $50.

All girls leave school at 13 years of age, as, indeed, do the boys. They are all supposed to have passed the sixth standard, but the rule is to leave at the earliest possible moment. The great majority of the girls in the agricultural district go into domestic service as soon as they leave school. The demand for female servants always exceeds the supply.

I saw these men and women last month, in the market place in Hull, standing grouped together in hundreds, attired in their fustian and furbelows, chatting and laughing and renewing acquaintances, while the masters passed to and fro, selecting the best material of both sexes for another year, and sealing the bargain by simply slipping a shilling into their hands.

HULL COAL TRADE.

It will be seen from the tables in another part of this report that the coal trade of Hull looms up as a very important feature of the general commerce of the port. No less than 27 foreign countries figure in its list of customers, while the trade represents a total export, in the year 1899, of nearly 1,800,000 tons. If we reckon this with the report of the coastwise trade (301,209), we have a total output for the year of 2,096,478 tons.

In the list of countries thus supplied, Sweden stands at the head with 480,411 tons; Russia comes next with 462,749 tons, while Germany takes third place with 202,770 tons. It will be seen that the United States appears in this list as a coal customer, and is charged with 2,710 tons; the year before accounts for 50 tons.

There were some strange developments connected with the excitement which disturbed the coal market here as far back as a year ago. The tremendous rush of orders from the war office for transport needs was the primary cause of the trouble. The continental coal consumers, who depended largely for their supplies on Great Britain, quickly saw trouble ahead and lost no time in buying up all the coal they could get. The exports for the first four months of this year amounted to 467,120 tons, an increase of 33 per cent over the tonnage exported during the same period last year.

During these four months, German purchase samounted to close on 75,000 tons, against 47,000 tons for 1899. Belgium took nearly 30,000 tons, or more than twice the quantity purchased during the same period in 1899. France took nearly 23,000, against 17,000 tons; Holland, nearly 61,000, against 39,000 tons; Egypt, nearly 29,000, against 15,515, and North Russia, 30,000, against 16,400 tons.

When it is noted that all this coal was going out of the country for industrial purposes, while English manufacturers were compelled to buy at exorbitant rates, there is little wonder that the press and the public entered their protest against the action of the colliery owners. The real facts in the case are simply these: The continental people asked for figures, the colliery owners replied, and the contracts were promptly closed at the latter's own price. The economic features of the matter have been taken up by local bodies, particularly in Yorkshire and Lancashire, and thoroughly thrashed out. There seems to be a general consensus of opinion that if England intends to maintain its position as a manufacturing country, it must take steps to regulate the coal traffic from its shores. Cheap coal and cheap labor are two great elements of trade which England must safeguard, in order to be able to meet competition in the world of commerce. The coal market in Hull is still in a disturbed state; prices have dropped considerably, however, and are still receding, and it looks very much as though normal conditions would be reached within the next thirty days. From $6.50, the highest point reached, the price of steam coal has dropped to $4.50 per ton. A year ago, this same coal commanded a standard price in the market of about $3.

The appearance of American coal owners on the scene when prices left an opening to come into the market scared the colliery owners, and contributed more than any other cause to the results which quickly followed. Manufacturers candidly admit that if the Americans had failed to take advantage of the opportunity, the coal combination in this country would have gone on squeezing the consumers for an indefinite period.

The amount of coal received in Hull during the past five years was:

	Tons.
1895	2,190,016
1896	2,420,416
1897	2,655,744
1898	3,459,488
1899	3,542,960

EXPORTS.

The exports of coal from Hull, during 1899 and 1898, were sent to the following countries:

Country.	1899.	1898.
	Tons.	*Tons.*
Africa	16,903	12,020
Canada		154
United States	2,710	50
South America	53,452	166,264
Austria	11,747	15,075
Belgium	55,526	38,473
Bermuda		1,814
Denmark	50,717	64,798
East Indies	15,671	27,371
Egypt	60,095	140,488
France	60,226	51,639
Germany	202,770	169,036
Gibraltar	1,153	6,468
Holland	156,547	131,387
Italy	35,933	63,613
Channel Islands	18,248	16,169
Malta		17,805
Portugal	1,400	3,979
Roumania	2,510	10,682
Russia, North	439,280	279,704
Russia, South	23,469	18,315
Spain		5,486
Norway	71,067	56,551
Sweden	480,411	337,466
Turkey	35,101	36,236
West Indies	333	496
All other		3,158
Total	1,795,269	1,674,197

AMERICAN TONNAGE IN HULL.

When we look over the figures and the tables, and the returns generally, and note the large number of ships, representing millions in tonnage, that arrived at this port during 1899, it becomes a painful duty to record the arrival and departure of one little bark of 492 tons American register. Such was the *Rebecca Crowell*, that cleared from this port in December, 1899.

There was a time, not so far back either, when, I am informed by old mariners here, the arrival of an American ship in Hull was regarded as a stirring event in shipping circles. These were the days of the clipper ships that proudly carried the American flag to the ports of the world. The United States in those days could boast of a merchant marine with a respectable carrying capacity of its own. I doubt whether I could choose a more opportune moment than the present, to refer to one of the lost opportunities directly chargeable to our inadequate facilities in this respect. The loss lies with the coal men of the United States. Had we been prepared to meet the demands of the markets on this side with a prompt supply of coal, I venture to say hundreds of thousands of tons would have found their way, not only to continental ports, but to English ports as well. I was repeatedly called on, by parties interested in American coal mines, for information concerning colliers, charters, etc., and the possibility of engaging carrying capacity on this coast for services at American ports.

HULL EXPORTS IN THE UNITED STATES.

The total value of declared exports from Hull to the United States for the first six months of this year is $555,031.19; for the whole of the year 1899, $1,109,993.59. The leading item on the list for both periods is hides; next come camel's hair and beer. The latter finds its way to Hull from the brewing district of Burton-on-Trent, and is not a local product. In fact, there are very few items in the list that can claim Hull as their origin. With the exception of cliff stone, which is largely quarried in this district, colors, walrus leather, linseed and rape seed oil, paint, and washing blue, all the rest comes originally from outside districts. This export trade is exclusively in the hands of the Wilson shipping people, and is transported in their weekly service to New York and Boston. Nine out of every ten steamers cleared at this office go out in ballast, those of the regular weekly service excepted.

It will be noticed, by reference to the list, that flax figures as an item of export. During the eighteen months ended June 30, 1900, over $40,000 worth of this material went to the United States. It comes from Russia, and is of a certain grade, suitable for American manufactures. The following is a complete list of articles exported to the United States from Hull during the year 1899, with their values:

Articles.	Value.	Articles.	Value.
Advertising material	$2,151.69	Hide cuttings	$10,493.45
Alum	1,869.48	Hides and skins	484,327.04
Beer	5,684.25	Leather:	
Black lead	1,111.99	Walrus	7,378.70
Bleaching powder	22,916.17	Waste	377.40
Carbolic	1,030.46	Manure	1,066.86
Chemicals	2,679.88	Oil:	
Cliff stone	6,856,92	Linseed	4,280.47
Colors	14,043.32	Rape seed	41,709.97
Copper tubes	9,111.39	Old brass	12,101.94
Creosote	32,283.34	Old rope	22,648.80
Dogs (St. Bernard)	778.65	Onions	1,777.02
Dyestuffs	282.83	Oranges	1,660.94
Ebony	3,636.05	Oxide	1,383.02
Fish (herrings)	20,861.78	Paint	6,149.68
Flax	21,024.17	Pitch	193.36
Ginger	459.23	Stag hooks	251.13
Glue	7,572.38	Tow	2,204.55
Grease	8,458.73	Washing blue	37,700.59
Hair:		Wool	89,191.65
Camel	200,605.08		
Cattle	18,194.78	Total	1,109,993.59
Cow	2,257.59		
Horse	118.63		
White	1,108.23		

AMERICAN BEEF IN HULL.

All classes of American provisions have as a rule advanced in this market. This is especially the case with ham, pork, and beef. The American cattle brought here on the Wilson Line boats are among the best to be found in the market. They are slaughtered immediately on arrival, and the meat takes its place with the best English beef. Old and deep-rooted prejudices have had to give way in the case of American beef, as with many other products, and now we find the best butchers in the land vying with each other in their efforts to secure American cattle. The fact that our cattle are naturally fed—that is to say, on good rich grass—and well taken care of during transportation, gives them the preference, if anything, over the native animal. It is said to be a fact that the feeding of English cattle has become largely a question of chemical treatment. Every agricultural paper you pick up in England nowadays is full of advertisements on this very subject, all having reference to the latest nostrum for fattening cattle on the shortest and most effective plan. The uncertainties of the climate very frequently place the farmer in peculiar straits, and when he finds himself short of fodder, he is driven to the necessity of using artificial fattening. Hull is very resourceful in this respect, with its oil cake, which forms its chief product. It is not absolutely pure, being more or less composite in its character. The meat has a character and a flavor of its own, and it is because of such influences that the "roast beef of old England" is no longer what it used to be. I am assured by one of the largest wholesale butchers in the county of York that American beef is entitled to rank with the best English product. He argues that artificial fattening has completely changed the character of the latter; its solidity and flavor have been sacrificed to appearances, and "the English bullock under such treatment is all belly and no back." This is a tribute that our cattle exporters should be proud of.

AMERICAN PETROLEUM IN HULL.

Of all the American products that come to Hull, none can boast of a greater triumph in the market than petroleum. The Russian product is in evidence, but a glance at the figures will show that this competition is not entitled to be considered in a serious light. An effort was made a year or so ago to check the sale of petroleum in the English market by providing a new test, and a bill to this effect was introduced in Parliament. It was sought to raise the test from the present standard, 73° closed, to 100°, or practically 127° open flash. The bill failed to pass, and the present test is likely to remain for some time to come. There seems to be very little difference in the quality and color of the two products. The Russian has a slight advantage over the American in the matter of color, while the latter more than makes up for this by a lower specific gravity, that of the Russian being 8.25 while the American rates at 8. Another feature in favor of the American oil is that its odor is less offensive than that of the Russian. The difference in the price per gallon is 1 cent in favor of the American product.

The oil business is handled in England by the Anglo-American Oil Company, which, through its agents, covers every inch of territory in the United Kingdom. The territorial apportionment is worked through a system as complete as human enterprise can make it. That masterly power of organization which characterizes the concern in the United States is evident here in all its details, and every point of vantage is taken care of, and every precaution adopted to control and protect fields already won. At the docks where the steamers discharge their cargoes at Hull, there are five immense tanks, capable of holding over 5,000,000 gallons in storage. The oil is pumped direct from the steamers into these tanks, and the work proceeds so rapidly that some of the ships are ready to depart for the United States within thirty hours after their arrival. As some of the cargoes represent 1,250,000 gallons, the performance is remarkable.

Nearly 12,000,000 gallons of petroleum were discharged in Hull last year by this company. It is distributed by road tanks to the East Riding of Yorkshire, takes in the Leeds district, and finds its way down through Lincolnshire, Norfolk, and Suffolk, where it meets another agency from the south. The enormous consumption of this product in England represented in 1899, for the United States alone, values aggregating nearly $18,000,000.

While examining some samples of petroleum in Hull, I was incidentally shown a sample of naphtha, a product of Borneo, that recently made its appearance in England. It bids fair to become a very important factor of commerce, particularly in Hull, in connection with the seed-crushing industry. As is well known, naphtha is an active solvent, and may eventually revolutionize the present system of extracting the oil from the seed. The following list shows the number of petroleum steamers arriving during the year 1899.

Name of vessel.	Registered tonnage.	Petroleum received.	Shipping port.
		Gallons.	
Lucigen	2,183	1,231,464	Philadelphia.
Manhattan	2,183	1,122,205	Do.
Kura	1,532	1,107,974	New York.
Weehawken	2,101	1,049,049	Philadelphia
Do	2,101	1,047,114	Do.
Do	2,101	1,039,487	Do.
Do	2,101	1,036,756	Do.
Do	2,101	1,033,626	Do.
Do	2,101	1,022,711	Do.
Energie	1,726	1,009,796	New York.
Lucerna	2,072	601,002	Philadelphia.
Rion	1,419	482,461	Do.
Do	1,419	300,000	Novorossisk.
Suram	2,338	280,000	Batoum.

RECAPITULATION.

Year.	Number of vessels.	Registered tonnage.	Petroleum received.
			Gallons.
1899	14	27,479	12,263,645
1898	11	22,181	9,150,180
1897	12	24,050	10,996,685

The total quantity received by the Anglo-American Company during the first six months of the year 1900 was 4,000,000 gallons.

CHEESE IN HULL.

It seems strange that the trade in one of the leading food staples exported from the United States to Great Britain shows very little expansion for several years back. This is the case with cheese. Compared with the rapid growth of exports of this class, it can not be said to have held its own with any great success. The American cheese had the market some years ago, and would be in the same position to-day, had manufacturers adhered to original methods and kept the product free from suspicion of adulteration. The moment it was discovered in this country that the Americans were resorting to this method, an alarm was sounded, and the importation of American cheese sustained a check from which it has never fairly recovered. This was the opportunity for the Canadians, who were then gradually coming to the front as dangerous competitors. The result is plainly read in the returns for last year, which show that Canada exported to the United Kingdom cheese valued at $15,000,000, while the value of the United States exports falls short $7,000,000. If our manufacturers ever hope to regain their lost position in this market, they must return to first principles and adopt the old standard of purity, soundness, and flavor.

Hull receives each year a large quantity of cheese, mostly Canadian, American, and Dutch. It will be observed, too, that the fluctuations in these imports have been very marked. This is doubtless due to overstocking, which often results in disorganizing the market and imparting to it features difficult to understand.

BUTTER AND MARGARIN IN HULL.

Great quantities of butter and margarin come to Hull every year for distribution, chiefly from Denmark and Holland. While the tables do not show the proportion of each imported, a glance at the returns for the year 1899 will give a good idea. The value of the butter exported from Holland that year was $7,000,000, while that of margarin was $12,000,000. Denmark has an immense trade in this line, the exports during the same year amounting in value to the enormous sum of $36,000,000. These returns are for England generally. Of the total weight thus shipped, 40,000 tons were landed at the port of Hull. The values for Denmark include margarin, which has become a very important article of manufacture in that country. It sells in the retail market here at prices ranging from 8 cents to 20 cents per pound, while the butter commands on an average 25 cents. The Dutch article is a trifle cheaper. The native butter, like the Irish, fluctuates in price, being sometimes higher and sometimes lower than the Danish. This is due to the fact that the home manufacturers have not yet mastered the principles of scientific detail which the butter makers of Denmark have so successfully carried out in their factories.

Notwithstanding the efforts of Parliament to put a check on the sale of impure butter, and prevent the adulteration of food products generally, the consumption of substitutes is very largely on the increase in this country. Margarin is manufactured in England and sold as butter in spite of all legal restrictions. It is inferior to the Danish compound.

EGGS IN HULL.

The number of eggs that find their way to Hull every year runs up into the millions, and they form a very important factor in the commerce of the port. Nearly every country contributes its quota. They come from Russia, Sweden, Germany, Denmark, Holland, France, Norway, Belgium, Italy, etc., and on their arrival are generally hurried away to various parts of the country. Eggs are also imported from Turkey and Egypt, but are looked upon with suspicion, and consequently, very seldom find their way to the English table. Every effort has been made on the part of these countries to discover a new and more effective method for the preservation of eggs, but so far nothing beyond the ordinary has been achieved. Bad diet has a great deal to do with making the constitution of the egg weak. Hens in Smyrna are allowed to eat anything they can get, even carrion. This is precisely where the French excel all the rest—in the care and treatment of their poultry. The consequence is, French eggs are among the best and always command a good price in this market. The Italian eggs are a shade better than the Smyrna article. I find on looking over the returns for 1899, that the value of the eggs exported from Russia to the United Kingdom was close to $6,000,000; from France, $2,500,000; from Belgium, nearly $3,800,000; from Germany, about $4,800,000—a large percentage of which found their way to Hull. The value of the eggs imported into the United Kingdom in 1899 from all sources amounted to $25,000,000. The United States does not figure on the list.

AMERICAN APPLES IN HULL.

Last year was a very bad one for apples. The receipts at Hull fell short of 5,000 packages. Compared with the total for the previous year (12,538 packages), the decrease was a very serious one. The present year has turned out fairly well. Baldwins and pippins are selling for $4 a barrel. Last year, they readily commanded $5 and $5.50. There is always a good market in Hull for this class of fruit, and it is surprising to me that the farmers of the Western States, who permit vast quantities of apples to go to waste every year, do not make an effort to reach the markets abroad. The question is whether this crop can be gathered, transported to the seaboard, and landed in Hull and sold in the English markets for $4 per barrel, and yield a good profit. The proposition is worth considering, as there are apples enough in that region to supply this market many times over. The baldwins do not sell quite as high as the pippins, but they run them very closely. Canada is gradually coming to the front in this class of exports, and sends good, sound, well-flavored apples that find a ready sale here. They arrive in good order, as special care is exercised in selecting and preparing the fruit for shipment.

ORANGES IN HULL.

I can not omit calling special attention to the vast traffic in oranges between Hull and the fruit-producing countries—Spain, Italy, the Azores, and Portugal. The total number of packages contributed by Spain alone in 1899 was 516,936. During the season of 1899–1900, 403,000 cases arrived at Hull from Valencia. The imports from the same place during the previous season—1898–99--were 523,000 cases. This was a good orange year, and the market here was fairly glutted. The natural consequence was that the fruit was very cheap. The imports do not promise to be quite so heavy this season, on account of the damage done early in the year by severe frost in the orange districts of Carthagena and Valencia. It was a visitation similar to that which destroyed the fruit in Florida a few years ago.

All these imports are not consumed in Hull, but are distributed throughout the country, going as far south as London and down the west coast. Buyers from Liverpool and Manchester are always on hand when a large cargo of oranges or apples is expected to arrive here, and their presence never fails to give spirit to the bidding.

LARGE SHIPS IN HULL.

The following newspaper article describes the shipping here:

STEAMERS.

The size of the ships coming into Hull continues to improve. Three steamers arrived above 4,000 tons net register: The *Monarch*, 4,660 tons, from Bombay; the *Chicago*, 4,126 tons, from New York, and the *Knight Bachelor*, 4,090 tons, from Bombay. In 1898, only one steamer arrived above 4,000 tons register. In 1899, 18 vessels arrived between 3,000 and 4,000 tons. This year the number is 15. With one exception, they were all visitors to Hull last year.

The largest cargoes were brought into Hull this year by the Wilson steamers. No vessel other than a Hull ship arrived at the port with over 7,000 tons of cargo. The largest was the *Chicago*, from New York, 8,500 tons. The *Idaho* arrived with six cargoes of 8,000 tons each from New York.

Of the cargoes which exceeded 7,000 tons, the *Othello* brought two, each of about 7,500 tons, from Bombay and Kurrachee. She arrived thrice from India, but once had left some of her cargo at Antwerp. The *Dido* also arrived on three occasions from India, twice bringing about 7,000 tons. Once the *Dido* had on board 6,430 tons of wheat. These are all the cargoes above 7,000 tons and under 8,000. They number four. Last year there were seven.

The next largest cargo was that of the *Mayflower*, which brought to Hull 6,518 tons of wheat from New Orleans. She was followed by the *Monarch*, our largest arrival, with 6,446 tons of linseed and sundry small items. The *Indra*, 3,923 tons, which was only partly loaded, brought 6,336 tons of cargo from Bombay, of which 4,677 tons was wheat, but the *Istrar*, 2,979 tons, from Kurrachee, had 6,385 tons of wheat on board, the *Imani*, 2,979 tons, from Kurrachee, following closely with 6,380 tons of wheat. The *Inchmaree* brought 6,499 tons of wheat from Baltimore, and the *Inchulva* 6,231 tons of maize from New Orleans. The *Sheikh*, 2,828 tons, had a cargo of 6,095 tons of wheat shipped in Kurrachee. Eight vessels arrived with between 6,000 and 7,000 tons of cargo. Last year, there were three. The *Knight Bachelor*, the third largest ship to arrive in Hull this year, had but 4,255 tons of cargo on board, chiefly wheat.

Those which brought between 5,000 and 6,000 tons of cargo were numerous. The *Francisco* arrived seven times, each with 5,300 tons of goods; *Buffalo*, seven times, with 5,200 tons; *Colorado* made eight voyages with 5,100 tons. These three vessels brought into Hull from New York in their twenty-two voyages about 115,000 tons of goods. Then, the *Martello* made seven voyages, six to New York and one to Boston, bringing 5,000 tons of cargo. The *Hindoo* made seven voyages to New York and Boston, and also carried 5,000 tons of goods. These two ships brought 70,000 tons of cargo to Hull. The other ships which arrived with above 5,000 tons of cargo were the *Buluwayo*, 2,796 tons, from Bombay, with 5,360 tons of cargo; *Comeric*, 5,650 tons, from Kurrachee; *Den of Ogil*, 5,603 tons grain from New York; *Tokio*, 5,527 tons of grain from Odessa and about 5,000 tons from New Orleans. The *Castello* brought over 5,200 tons from Bombay, but 4,911 tons from her second voyage to Alexandria, and even a less amount still from Odessa, and still a less amount when she made her first voyage to Alexandria. The *Mary Ada Short* brought 5,280 tons of wheat from Kurrachee, but a less amount when she arrived from New Orleans. The *Den of Airlie* brought 5,070 tons of grain and seed from Calcutta, and the *Palestrina* 5,100 tons of wheat from Kurrachee. The *Coningsby*, from Calcutta, did even better, for she had a cargo of 5,440 tons of wheat and linseed. Thus, apart from the 36 Wilson steamers which arrived at Hull from New York and Boston, 11 vessels arrived at Hull with between 5,000 and 6,000 tons of cargo.

The largest steamer to arrive from Alexandria was the *Dunmore*, which had 4,311 tons of cargo on board, of which 4,238 tons was cotton seed. The *Alecto* brought 4,379 tons of cargo from that port, of which 4,208 tons was cotton seed. The *Castello* landed here the largest cargo from Alexandria, 4,911 tons, of which 4,306 tons was cotton seed.

SAILING VESSELS.

There is a drop in the number of large sailing vessels which entered the port during the year. In 1898, no less than 47 sailing vessels arrived which were over 1,000 tons register. This year there were but 41. Last year, 26 vessels arrived from San Francisco, all above 1,000 tons register, and with the assistance of Tacoma and Portland, Oreg., 34 ships arrived in Hull from the United States Pacific grain ports. This year the number has run down to 17, and those of a much smaller class than last year's arrivals. This year, that loss has been made up by Australia, which has sent us 14 cargoes of wheat, while New Zealand has sent us 2, the latter, however, being very small, the smallest, in fact, which have come to Hull from the antipodes. Four sailing vessels have also arrived from the River Plata with wheat.

The largest sailing vessel which visited the port was the *Thekla*, 2,930 tons, which came to Hull from Hamburg to load coal for Rio de Janeiro. The largest sailing vessel which arrived with a cargo was the *Australia*, 2,586 tons from Portland, with 4,169 tons of wheat. This was the only cargo exceeding 4,000 tons which arrived in a sailing ship. Five such arrivals reached Hull in 1898. Ten cargoes arrived in 1899 above 3,000 tons and under 4,000. Of these, 2 were of wheat and barley, 1 from San Francisco and 1 from Tacoma, and 8 wheat cargoes, 4 of which were from San Francisco, 1 from Tacoma, 1 from Portland, 1 from Melbourne, and 1 from Geelong. Only 8 sailers arrived which were above 2,000 tons registers, and of these 3 were above 2,500 tons. Sixteen sailers above 2,000 tons arrived in Hull in 1898, of which 6 were above 2,500 tons.

Of the sailers which arrived above 1,000 tons register, 14 were from United States Pacific grain ports, 11 from Australian grain ports, 2 from Australian wool ports, 1 from Australian wood ports, 3 from Chile, 1 from the River Plata, 2 from Hamburg, 1 from Oscarshamn, 2 from Calcutta, 1 from New Zealand, 2 from Canada, and 2 from eastern ports of the United States.

INWARD FOREIGN CARGOES.

These are described in another newspaper extract, as follows:

The following figures show the character of the cargoes which arrived at Hull from foreign countries. It is a most difficult matter to decide under what head to place many of the cargoes. Many of the vessels bringing cotton seed, for instance, had large quantities of other produce on board, and when that outweighed the cotton seed, the cargo would appear under the head of general. In wheat cargoes, also, it must not be assumed that the vessel under that head carried nothing but wheat, but it does mean that upward of half the cargo was wheat. Where two descriptions are given, such as wheat and barley, it means that the cargo was pretty fairly divided between. Grain, for instance, means that the vessel brought at least three different kinds of grain, and that no one description outweighed the other two. First and foremost these figures show one thing, and that is that, great as are the imports of wood, grain, seed, and other products, the vessels which are loaded on the berth and have fixed days for sailing and arriving are the mainstay of the port and provide half its foreign tonnage. Save in the case of general cargoes, the figures below do not indicate our trade with New York, Boston, Cronstadt, Stockholm, Riga, Reval, Rotterdam, Amsterdam, Stettin, Libau, Trieste, Antwerp, Harlingen, and only in a contracted degree with such places as Odessa and Alexandria. The ships bringing general cargoes, nearly all of them being regular traders to the port, composed as nearly as possible both half the ships and half the tonnage of the port.

One of the most remarkable features of this return is the number of vessels which arrived here in ballast. Last year the number was 253, of 216,593 tons. This was an abnormal arrival, chiefly caused by the coal strike, but this year the number has sprung up to 311 vessels, 245,262 tons.

The wood ships show an increase of 17,000 tons. The grain vessels, however, show a considerable falling off, though they and the seed ships would probably best be lumped together, as many of them carried both grain and seed, though they have been placed under the heading which predominated. The loss is in barley and wheat, but grain cargoes are a mixed-up lot, and it is most difficult to give the reader a fair idea how they are proportioned out among the different classes of grain.

	Number of vessels.	Tonnage.
Sundries:		
General cargo	1,743	1,274,012
Ballast	311	245,262
In transit	1	1,606
Wrecked cargo	1	918
Millboard and spelter	1	341
Cow hair	1	1,099
Bark	2	482
Straw	1	126
Hay and rags	1	341
Total	2,052	1,524,187
Wood:		
Wood	509	299,001
Wood and iron	113	78,383
Wood and sundries	2	2,208
Wood and tar	3	1,988
Wood and phosphate	1	1,745
Wood and spruce beer	1	861
Wood and granite	1	258
Wood and horseshoes	1	320
Corkwood	1	1,871
Pulpwood	2	1,627
Furniture wood	1	483
Total	635	388,765

	Number of vessels.	Tonnage.
Grain:		
Barley	19	13,987
Barley and sundries	7	10,839
Barley and wheat	2	3,621
Barley and oats	2	3,534
Barley and maize	2	2,949
Barley and locust beans	3	2,419
Barley and rapeseed	2	2,216
Barley and bran	1	1,734
Barley and copper ore	1	1,581
Barley and valonia	1	1,500
Barley and linseed	1	1,163
Buckwheat	2	126
Grain	7	12,142
Grain and seed	5	5,759
Maize	14	26,808
Maize and wheat	28	58,952
Maize and sundries	7	14,810
Maize and oats	1	1,970
Oats and sundries	1	496
Wheat	76	180,152
Wheat and sundries	7	20,726
Wheat and oilcake	1	1,751
Wheat and sugar	1	697
Total	181	303,932

	Number of vessels.	Tonnage.
Seeds:		
Cotton seed	22	33,609
Cotton seed and sundries	11	20,356
Cotton seed and onions	12	17,622
Cotton seed and beans	6	10,306
Cotton seed and cotton	4	7,101
Cotton seed and barley	3	4,525
Cotton seed and oil cake	2	2,729
Linseed	14	23,368
Linseed and wheat	17	32,159
Linseed and wood	2	3,139
Linseed and rape seed	1	1,366
Linseed and sundries	2	1,047
Linseed and tar	1	709
Total	97	158,032
Food and drink:		
Herrings	132	29,311
Fish caught on the voyage	137	9,753
Ice	49	14,706
Frozen meat	6	9,429
Potatoes	24	8,129
Brandy	9	4,039
Wine	1	803
Wine and fruit	1	778
Locust beans	12	5,362
Locust beans and umber	1	975
Sugar	1	341
Sugar and barytes	1	341
Sugar and lithodome	1	341
Spruce beer	1	841
Total	376	85,149
Minerals:		
Iron and steel	38	31,273
Iron and sundries	1	592
Iron ore	1	619
Iron and empty casks	1	97
Pyrites	14	10,920
Phosphate rock	8	8,599
Nitrate	7	7,192
Chalk	3	2,423
Granite	11	1,602
Guano	1	514
Minerals—Continued.		
Ore and cork	1	765
Slates and sundries	2	784
Total	88	65,380
Fruit:		
Oranges	34	28,544
Oranges and nuts	4	2,305
Oranges and onions	3	1,068
Oranges and wine	1	557
Oranges and pineapples	2	396
Oranges and sundries	1	359
Oranges and tomatoes	1	344
Oranges and slates	1	298
Onions	1	298
Onions and sundries	1	612
Onions and melons	1	462
Onions and tomatoes	1	260
Grapes	1	411
Grapes and onions	8	4,337
Grapes and raisins	1	542
Raisins and sundries	1	685
Lemons and tomatoes	1	462
Total	63	41,940
Oils and resin:		
Petroleum	14	27,479
Naphtha	2	1,012
Olive oil and valonia	1	1,156
Olive oil and sulphur	1	613
Resin	2	1,399
Resin and turpentine	9	6,522
Tar	1	103
Tar and pitch	1	492
Total	31	38,776
Wool:		
Wool	6	9,884
Wool and wheat	4	4,916
Wool and ore	1	1,725
Wool and sundries	1	1,111
Total	12	17,636

IMPORTS.

The chamber of commerce has issued its annual report of the trade of Hull during 1899, and concludes by giving statistics of some of the principal imports into Hull during the past few years. It may be convenient here to give some of these figures:

Years.	Grain.		
	Wheat.	Barley.	Oats.
	Quarters.	*Quarters.*	*Quarters.*
1899	2,553,589	423,627	291,593
1898	2,717,905	1,000,782	254,587
1897	2,456,359	410,537	335,052
1896	3,073,729	679,081	298,094
1895	3,479,530	549,224	254,887
1894	2,850,375	896,585	308,602
1893	2,346,184	717,405	215,335
1892	2,317,389	354,868	324,939
1891	2,420,084	476,808	390,392
1890	2,034,538	514,954	198,737
1889	2,112,699	437,846	517,376
1888	1,985,744	823,563	439,824
1887	1,406,410	410,118	303,884
1886	1,353,762	413,274	227,989
1885	1,288,552	421,457	214,421
1879	1,230,116	493,297	273,496

The imports of wheat have come from the following countries:

From—	1896.	1897.	1898.	1899.
United States:	*Quarters.*	*Quarters.*	*Quarters.*	*Quarters.*
Atlantic	427,886	598,380	926,907	1,122,854
Pacific	573,580	525,976	823,182	234,022
Australia	....	....	....	126,413
Bombay	57,791	....	162,877	115,432
Calcutta	....	....	80,402	63,797
Chile	9,688	....	....	....
Egypt	3,719	....	4,334	....
Germany	69,360	57,025	59,210	48,427
Kurrachee	173,079	71,200	606,326	603,272
Russia	947,222	940,750	511,271	237,063
Roumania	621,678	181,313	442	....
Turkey	163,319	110,666	10,129	....
Sundries	26,957	21,049	23,825	2,309
Total	3,073,729	2,456,359	2,717,905	2,553,589

The increase of 200,000 quarters in the imports from the east coast of America is chiefly provided by the River Plate. Australia has once more sprung to the front as a grain exporting center, and is taking the place of the American Pacific grain ports, which proved a great failure in 1899.

The great drop in the barley receipts is accounted for by the good British crop.

The maize imports were the highest on record, and show an advance of 60,000 quarters upon the previous record of 1898, which advanced 56,000 quarters upon 1897. The increase from 1895 amounts to no less than 490,000 quarters.

The imports of beans, pease, and maize for the last few years have been:

Years.	Beans.	Pease.	Maize.	Years.	Beans.	Pease.	Maize.
	Quarters.	*Quarters.*	*Quarters.*		*Quarters.*	*Quarters.*	*Quarters.*
1899	92,367	38,006	866,092	1896	131,413	85,330	768,849
1898	97,845	31,998	805,406	1895	188,065	61,472	376,571
1897	109,083	86,817	749,108	1894	297,249	45,799	477,294

During the past fourteen years, our imports of seeds for the extracting of oil and the making of cattle cake have been:

Years.	Linseed.	Rape seed.	Cotton seed.	Years.	Linseed.	Rape seed.	Cotton seed.
	Quarters.	*Quarters.*	*Tons.*		*Quarters.*	*Quarters.*	*Tons.*
1899	657,104	113,528	177,059	1891	729,914	122,850	184,678
1898	557,947	119,355	216,066	1890	659,522	71,145	182,475
1897	765,784	108,596	207,446	1889	825,729	161,957	150,577
1896	1,031,780	110,894	175,942	1888	874,015	101,038	108,504
1895	767,828	167,776	206,762	1887	856,342	187,855	136,403
1894	680,309	150,077	187,472	1886	658,056	110,203	126,330
1893	559,601	102,756	186,418	1885	660,766	128,400	154,812
1892	612,201	90,868	216,094	1879	757,202	93,996	105,489

The imports of linseed during the past three years have been from the following places:

	1897.	1898.	1899.		1897.	1898.	1899.
	Qrs.	*Qrs.*	*Qrs.*		*Qrs.*	*Qrs.*	*Qrs.*
St. Petersburg	188,895	75,571	56,181	Calcutta	....	177,791	144,464
Reval	19,588	11,961	1,593	Italy	2,886	1,367	1,386
Riga	154,493	45,867	68,935	North America	25,970	74,470	47,688
Libau	61,618	25,529	52,588	South America	162,556	86,620	171,047
Other Russian ports	16,703	8,744	16,375	Holland	707	617	1,347
Konigsberg	8,500	7,503	24,842	Roumania	21,475	....	....
Other German ports	16,286	....	4,280	Sundry ports	2,047	8,730	8,096
Black Sea ports	80,583	24,459	31,691				
Bombay	3,477	8,718	26,592	Total	765,784	557,947	657,104

Other imports.

Years.	Flax.	Hemp.	Iron.	Years.	Flax.	Hemp.	Iron.
	Tons.	*Tons.*	*Tons.*		*Tons.*	*Tons.*	*Tons.*
1899	1,270	5,739	92,583	1896	1,648	7,754	124,681
1898	1,361	5,099	109,971	1895	1,917	7,340	111,882
1897	1,803	5,166	93,855	1894	2,651	5,207	106,465

Years.	Oil cake.	Years.	Oil cake.
	Tons.		*Tons.*
1899	24,747	1896	13,839
1898	17,236	1895	17,320
1897	13,483	1894	16,877

Years.	Provisions.						
	Beef and pork.	Hams.	Meat.	Cheese.	Bacon.	Butter and margarin.	Potatoes.
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
1899	50,718	43,374	49,992	31,553	667,573	739,254	447,773
1898	25,333	32,584	19,925	45,523	708,569	813,140	544,067
1897	34,120	13,565	12,037	37,048	506,688	828,554	262,828
1896	73,500	33,487	12,037	37,084	639,294	788,864	210,638
1895	61,076	28,496	18,099	20,157	345,615	750,262	253,395
1894	47,731	48,504	11,722	60,510	316,777	719,832	244,830

WOOD IMPORTS.

Year.	Timber.	Deals.	Staves.	Year.	Timber.	Deals.	Staves.
	Loads.	*Loads.*	*Loads.*		*Loads.*	*Loads.*	*Loads.*
1899	189,853	624,760	1,522	1890	162,681	383,135	1,595
1898	185,114	563,821	1,901	1889	159,863	452,650	3,312
1897	197,310	606,593	2,958	1888	124,045	388,321	2,557
1896	176,787	534,476	4,024	1887	119,543	351,892	5,696
1895	157,367	437,630	6,273	1886	98,653	337,631	3,298
1894	152,163	448,880	3,952	1885	95,235	367,447	1,879
1893	107,862	407,758	3,680	1879	41,710	207,323	2,715
1892	174,045	412,269	1,605	1869	45,951	237,966	1,992
1891	165,107	371,607	1,695	1859	43,349	185,156	3,810

The total imports during the past five decades have been—

	Loads.
1859	232,315
1869	285,909
1879	251,748
1889	615,825
1899	816,135

The 1869 imports showed an increase of 53,594 loads, 1879 a decrease of 34,161 loads when compared with 1869, and 1889 an increase of 364,077 loads over 1879, and 1899 an increase of 200,310 loads when compared with 1889. What was the cause of the great decrease in 1879 we are not now able to say, but it shows that the trade increased but little during the previous twenty years. The increase in 1899 is very marked, amounting to 66,799 loads, and the imports were the highest ever recorded, but over 1897, the previous record year, when the imports reached 805,861 loads, the increase of 1899 is but 10,274 loads. Of course, the trouble respecting the charter party caused the imports in 1898 to show a considerable decrease, but during 1899 there was a steady increase over previous years, and last year was always ahead of its predecessors. It may be pointed out that though timber shows an increase over 1898, it is below the figures of 1897 by 7,500 loads.

FRUIT AND VEGETABLE IMPORTS.

The import fruit and vegetable trade is now one of the most important branches of the commerce of the port, and to the railway companies certainly the most profitable. Here are some of the principal imports for the year 1899:

Countries.	Onions.
	Packages.
Egypt	259,342
Spain	103,345
Portugal	14,916
Belgium	50,367
France	27,789
Germany	14,424
Holland	104,986
Total	545,169

The import of Egyptian onions has steadily progressed since 1895, when the total stood at 152,826 bags. There was a serious drop in the Spanish trade in 1898, but this was almost all recovered in 1899, though the figures are still below 1897, and 50,000 packages below 1896. The improvement in the Egyptian trade in 1899 reached 2,500 tons.

Countries.	Potatoes.
	Packages.
Belgium	78,156
France	8,339
Germany	60,386
Holland	106,421
Jersey	207,704
Malta	124
Sundries	157
Total	461,287

The great decrease has been in the German trade, where there is a falling off of 149,000 packages. Jersey was the highest on record, and exceeded 1898 by 6,400 packages. There was a drop of 21,000 packages in the Belgian trade, and a decrease of 15,000 packages from Holland. While there is a decrease of 187,000 packages in the import of 1899 compared with 1898, there is an average increase of about 200,000 packages when compared with several previous years.

UNCLASSED FRUIT.

There has been a large import of unclassed fruit, though compared with the previous year, 1899 shows a decrease of over 310,000 packages. Here are the returns for 1899:

Countries.	1899.
	Packages.
Belgium	97,928
Denmark	10
France	350,833
Germany	349,689
Holland	104,671
Scandinavia and Russia	13,497
Total	916,628

Apples.—Our imports of apples are confined to America and Portugal, the figures for the past few years being:

Year.	America.	Portugal.	Total.
	Packages.	*Packages.*	*Packages.*
1899	4,962	10,769	15,731
1898	12,538	2,350	14,888
1897	13,068	4,231	17,299
1896	15,903	1,861	17,764

Lemons.—The following is a return of the lemons imported into Hull during the last four years:

Year.	Italy and Sicily.	Spain.	Total.	Year.	Italy and Sicily.	Spain.	Total.
	Packages.	*Packages.*	*Packages.*		*Packages.*	*Packages.*	*Packages.*
1899	86,397	2,040	88,937	1897	100,337	738	111,075
1898	100,179	1,006	101,185	1896	84,829	419	85,248

Oranges.—The following are the imports of oranges into Hull during the past four years:

Year.	Italy and Sicily.	Spain.	Azores and Portugal.	Total.	Year.	Italy and Sicily.	Spain.	Azores and Portugal.	Total.
	Packages.	*Packages.*	*Packages.*	*Packages.*		*Packages.*	*Packages.*	*Packages.*	*Packages.*
1899	23,246	516,936	3,925	544,107	1897	22,077	534,022	34,189	590,288
1898	18,013	354,327	31,650	403,990	1896	23,637	408,408	25,132	457,206

Almonds, grapes, and melons.—The following is a return of the imports of these articles during the past four years:

Year.	Almonds, Italy, Sicily, Spain.	Grapes, Spain.	Melons, Spain, Malta.	Year.	Almonds, Italy, Sicily, Spain.	Grapes, Spain.	Melons, Spain, Malta.
	Packages.	*Packages.*	*Packages.*		*Packages.*	*Packages.*	*Packages.*
1899	23,423	96,633	6,250	1897	6,710	56,166	5,579
1898	18,990	68,164	10,097	1896	14,879	54,728	5,787

Although the imports of melons have not improved, those of almonds and grapes have continued their upward march.

Pines, pomegranates, and tomatoes.—The imports for the past four years have been:

Year.	Pines, St. Michels.	Pomegranates, Spain, Malta.	Tomatoes.	Year.	Pines, St. Michels.	Pomegranates, Spain, Malta.	Tomatoes.
	Packages.	*Packages.*	*Packages.*		*Packages.*	*Packages.*	*Packages.*
1899	3,561	8,899	22,484	1897	1,582	5,193	20,175
1898	7,629	6,745	17,941	1896	11,205	6,173	13,309

Nuts.—The imports of nuts for the past four years have been:

Year.	Belgium, France, Germany, Holland.	Italy and Sicily.	Spain.	Total.	Year.	Belgium, France, Germany, Holland.	Italy and Sicily.	Spain.	Total.
	Packages.	*Packages.*	*Packages.*	*Packages.*		*Packages.*	*Packages.*	*Packages.*	*Packages.*
1899	4,250	1,345	12,024	17,619	1897	6,962	3,387	13,001	22,350
1898	4,548	2,831	3,955	11,337	1896	7,927	2,309	13,050	23,286

Here is a trade which does not appear to improve.

HULL GRAIN AND SEED MARKETS.

Wheat.—The small variation in values is the feature of the past year. During most months, prices have remained almost stationary. The Argentina crop exceeded all expectations. A year ago, the most sanguine prophet fixed 5,000,000 quarters as the maximum export quantity, but by the best-informed houses this estimate was considered far too large. But already, the shipments have reached the enormous total of 7,628,000 quarters, and the crop is not yet exhausted. With regard to the future, the reports of the Argentina new crop, now being harvested, are excellent. Australia is also expected to yield a large increase, and New South Wales may send 400,000 quarters this season; but we look for higher prices, as, besides the war, we have to face an entire absence of shipments from India; and the Russian crop, especially in the Black Sea district, will mostly be required for local markets.

Barley.—The arrivals from foreign countries in 1899 were almost the smallest of the last ten years, and were much less than half of those of 1898. This deficiency, no doubt, has been accentuated during the last four months by the failure of the Russian crop; but a comparison of the imports throughout the year shows that a proportionate shortness has existed from the beginning of it to the end.

If we inquire into the causes for this, we do not find that it arises from any reduction in the consumption of the Englishman's national beverage—beer—as the excise returns show that the usual increase is going on, and that about 4 per cent more has been brewed during 1899 than in 1898. Some of the causes of the badness of the foreign malting barley trade are probably, on the one hand, the excellence and cheapness of the home-grown crop during the last two years, coupled with the great reduction which has taken place in whisky distilling on account of the great whisky collapse; and, on the other hand, prices abroad have been driven up by shortness in the crops abroad.

Oats.—The trade in this cereal has been very disappointing through the year. Prices gradually receded. During the summer, a fair supply of medium oats arrived from America, and the Baltic ports supplied all, or nearly all, our common oats.

Beans.—Shipments of beans from Egypt have again been small, and prices very high, owing to the exceptionally low Nile. Smyrna has also shipped sparingly, and prices have ruled high. The Baltic and Odessa have shipped in moderate quantities since harvest.

Maize.—There has been a big demand for this article throughout the past year, owing, firstly, to the low price in comparison with other feeding stuffs, and, secondly, to the good English harvest, which enabled the farmer to dispose of his produce instead of keeping it for home consumption. Prices, though low, have ruled fairly steady.

I have to express my acknowledgments to the Eastern Morning News for courtesies in connection with the preparation of this report, and to Mr. Lake, of the North Eastern, for information on the subject of railway and dock interests in Hull.

WM. P. SMYTH, *Consul.*

HULL, *December, 1899.*

JERSEY.

Notwithstanding the failures of recent years and the speculative nature of the undertaking, the Jersey farmer continues the cultivation of the early potato, and, strange to say, the results of 1900 seem to justify his action. "Owing," says the Royal Jersey Agricultural and Horticultural Society in its last report, "to a good demand and a good price prevailing throughout the marketing season, the large sum of $2,169,836.08[1] was obtained for 54,012 tons of produce, compared with $1,607,993.79 for 65,040 tons for the preceding year." Statistics show that the amount realized this year has only been exceeded on two occasions during the last eighteen years, namely, in 1891 and 1894. Nevertheless, it is felt that the abnormal agricultural prosperity which the island has enjoyed during the last quarter of a century can not be maintained, and already a shrinkage is observable in the value of land.

The cattle-export trade during 1900 is reported as satisfactory. Russia and Belgium purchased a few small lots, and an experimental shipment was made to Brazil. One hundred and eighty-two head were exported to the United States. There is a good demand from the latter country for first-class cattle, but animals of average merit do not pay the expenses of transportation.

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[1] Values expressed in pounds sterling in the original.

The decrease in the number of tourists who visited the island in 1900 counteracted the beneficial effects of the good potato crop.

American goods find their way to the Jersey through English agencies, but side by side with these are to be found articles gratuitously advertised as "made in Germany." From general observation, however, it appears that home industries are principally supported.

I have urged the establishment of an agency here for the introduction of American goods, but beyond sending catalogues and circular letters the American trader, as a rule, fails to take advantage of the possibilities for trade with this island.

E. B. RENOUF, *Consular Agent.*

JERSEY, *December 31, 1900.*

LIVERPOOL.

Liverpool has practically no manufactures of its own, but is purely a commercial and shipping center, and the condition of its trade can generally be fairly taken as a barometer of the trade of Great Britain. But sometimes, there are exceptional conditions which interfere with this comparison. Such has been the case during the past year. Speaking generally, trade has been better in Great Britain during the past year than for some years past, and this statement holds good up to October 1. But for the twelve months ended July 1 (the latest date for which official figures are available), the shipping trade of Liverpool had a falling off as compared with the year ended July 1, 1899, according to the statistics of the dock board, although there has been an increase in the value of goods exported. In 1900, there was a total entrance tonnage (including coastwise) of 12,380,917,[1] a decrease of 153,199 as compared with 1899. The number of entrances of ships engaged in the foreign trade was 5,489, a decrease of 133 as compared with 1899.

The dock and harbor dues fell off $256,719 in 1900, as compared with 1899. The reasons for this falling off are easily given. First, there was the engaging of a considerable number of ships as transports by the Government, and Liverpool supplied far more of these ships than any other port in the Kingdom; then there was the demoralization of the African trade by reason of the war; and, thirdly, there was the decreased importation of cotton.

TRADE GENERALLY.

In regard to trade generally throughout the country, the statistics of values, both of imports and exports, are somewhat misleading. While there has been some expansion of British trade during the past year, it has not been near so great as the figures would at first sight indicate. The increase has been in values rather than in quantity. Recently Mr. Ritchie, president of the Government Board of Trade, made an address before the Liverpool Chamber of Commerce, in which he particularly pointed out this fact. A press report of his speech follows:

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[1] There is a discrepancy between the annual statistics of the Dock Board Report and those of the British Blue Book. The former give practically all entrances into the Liverpool harbor, while the latter only give those on which customs dues are paid.

> There had been employment, he said, to an almost unprecedented degree, wages had moved steadily upward, and if they looked at the figures of the foreign trade of the country so far as they appeared on the surface, they would see that the United Kingdom was in the highest state of prosperity. He said on the face of it advisedly, because he thought an analysis of the figures would not produce quite so satisfactory a result as the figures at the first glance would appear to indicate. There had been a large increase in the values of both imports and exports during the past six months, but if they looked beneath the surface they would find that the increase in most cases—and he might say in all the principal cases—had been in value, with a decrease in quantity. Take for instance the import trade. There was, it was true, an increase of 16 per cent in the import of cotton if they took its value, but taking the quantity there was a decrease of 12½ per cent. In raw wool, the tale was similar. There was an increase of 8 per cent in the value of raw wool imported, but a decrease of 10 per cent in quantity. In exports, they found that the great increase had been in the value of raw material, and of course, the main raw material exported had been coal. They would readily understand how that increase had come about when he said that the price at which coal had been exported during the period of which he was speaking was 15s. 9d. ($3.82) per ton, while the value of coal exported during the corresponding period of last year was only 10s. 3d. ($2.49) per ton. That, of course, accounted for the enormous increase in the value of the exports. So it was with regard to the exports of cotton yarns and textiles—a rise in value and a decrease in quantity. In metals, there had been a slight increase in quantity and a very large rise in value, and if they took the case of implements, etc., things looked somewhat as if the highest point of activity had been reached. From the returns made to the board of trade, it would appear that the number of unemployed a year ago was 2.3 per cent, in May it was 2.4 per cent, and in June 2.6 per cent, not a large difference, but still a difference. In the metal trade, the men unemployed in May amounted to 2.3 per cent, in June to 2.5 per cent; in the shipping trade, it was in May 1.6 per cent, and in June 2.1 per cent; in the cotton trade, in the spinning part of the trade, the full time employment was 83 per cent in June, and 87 per cent in May; in the weaving trade, it was 93 per cent in May, and only 75 per cent in June. So it would be seen that, although there was nothing whatever that need lead them to be afraid of the future, still these figures gave them pause somewhat, having regard to the very favorable aspect which the full figures would seem to indicate. What were the prospects for the next few months? He was afraid they did not look very exhilarating.

THE ATLANTIC "BLUE RIBBON."

Liverpool is still the home port of the largest ship in the world, but she has lost the "blue ribbon" of the Atlantic for speed. While the *Oceanic* was building, there was a keen popular hope here that she would turn out to be speedier than the German *Kaiser Wilhelm der Grosse*—and there were quiet intimations to that effect, in spite of the public declarations of the White Star Company to the contrary The more recent performances of the *Deutschland* have excited great interest among the public, and again the question is being eagerly discussed in the press as to whether Great Britain is to be "content with defeat." The British public undoubtedly are chagrined over the fact that there are two German Atlantic passenger boats that are faster than any carrying the British flag on the ocean—although it is still true that the fastest passenger boats in the world are the mail boats running between Holyhead and Kingstown (Dublin), and that the very fastest vessel afloat belongs to the British navy. There is some criticism of the "apathy" of the British steamship owners over the matter. It must be confessed that the steamship owners do not appear to participate in the public concern. It has been asserted that the British companies have deliberately adopted the policy of "safety, not speed," and that no attempt will be made to recover the lost laurels. Quite recently, I talked with the managers of two of the largest British steamship companies in especial regard to this point. They both denied the existence of any such policy. One of them tranquilly remarked that the question of comparative speed was at present purely experimental, and in a financial sense more than any other; the other manager asserted that a British ship would ultimately win the speed record of the Atlantic and would retain it.

Not long ago, at a public function in Liverpool, the head of a leading marine engineering company declared, as of his own knowledge, that the *Kaiser Wilhelm der Grosse* and the *Deutschland* would not long hold the speed championship, but that it would be won and held by a British ship. There have been rumors of one of the Liverpool lines building two faster boats than the German racers, but so far as I can learn, there is no truth in the reports at present, whatever the future may bring forth. Just now, the British companies are fairly well satisfied. Not for many years have the Liverpool trans-Atlantic boats done such a large trade, both in passengers and freight, as during the past year. One notable feature has been the great increase of first and second saloon passengers going westward at the latter end of the season. Contrary to expectations, the Paris Exposition did not add very much to the passenger traffic from American to British ports. It turned out that large numbers of Americans—far larger than ordinarily—took passage from American ports to the Continent direct, but went home by British ports, particularly from Liverpool and Southampton. So altogether, the Liverpool trans-Atlantic passenger trade has been highly satisfactory this year. Then, the chartering of so many vessels as transports by the Government, and the improved freight rates all around, have combined to give a prosperous year to the British steamship companies. Hence the equanimity as to the German competition.

As to the future, there does not appear to be any alarm among the British steamship owners, notwithstanding the agitation of some portions of the press. The question appears to be entirely "Will it pay?" The British owners claim that at present it would not pay them to build faster boats than the two German cracks; that the cost of the extra speed would eat up all the profits, or, anyhow, that the present rate pays them better as the case stands; but when it is clear that it would be a paying investment to beat the German boats in speed, the boats will be forthcoming. It is reported that the North German Lloyd has ordered two more express steamers, one of which is to be larger and faster than even the *Deutschland*, and the other one of the size and speed of the *Fürst Bismarck* or *Campania*. Both of these steamers are to be built at Stettin, Germany. There is also a report that the Hamburg-American line has given an order to a Belfast yard for a steamer larger than the *Oceanic* (the largest in the world), which is to be a combination freight and passenger boat, with a speed of 15 or 16 knots per hour. The White Star Company have now building at Belfast a steamer about 2,000 tons greater than the *Oceanic*, which is 17,274 tons gross. This will be a combination freight and cargo boat of the same style and speed as the *Cymric*. A leading shipping paper suggests that one of the British companies contemplates applying the turbine system with the view of again establishing British supremacy for ocean speed.

BRITISH AND AMERICAN COAL.

No other commercial question has been so freely discussed here during the past year as the abnormal price of coal. Much of the gratification over the increase of exports is neutralized by the fact that a large item in this increase is that of coal, resulting in still further stiffening of prices. The dearness of coal has been severely felt by manufacturers and the steamship lines, and at this writing, there is a movement among several of the leading lines to increase freight rates in consequence. An announcement has just been published that the trans-Atlantic lines have increased by 10 shillings ($2.43) their rates for steerage passage. There is a very general belief that the present high prices are mainly owing to a combination among the mine owners. Whatever there may be in this, it is undoubtedly a fact that Great Britain is beginning to feel the effects of the ever-increasing cost of mining coal. The other day, the president of the Institution of Mining Engineers pointed out that easily worked seams were being gradually exhausted, necessitating mining in greater depths, and at increased cost. Other items of added cost are the tendency toward increased wages, and to shorter hours for the miners. There appears to be a great opening for American coal. The few first importations of American coal created great curiosity, but now the British public have got used to the idea—indeed, American coal is now welcomed. While Britishers used to proudly boast that there was no coal equal to British coal, they will certainly give American coal a fair trial, and are already conceding that it is equal to their own; and if it can reach this market a few shillings a ton cheaper than the home product, there will be a big demand for it. The question of freight is a serious one. Local opinion is divided upon this point. There is a general belief that there must soon be a big "slump" in the price of British coal. One of the factors which it is anticipated will cause the "slump" is American competition, not only in Great Britain but on the Continent. Indeed, it is not unlikely that prospects for a permanent trade in American coal will be better on the Continent and the outside market generally than in Great Britain. While the exhaustion of the British mines, so far as they have been "located," is within measurable computation—say two hundred or two hundred and fifty years, as generally given—under existing conditions, there are indications of steps being taken to conserve the home supply. A public sentiment is being created in favor of the imposition of an export duty on coal, and even of a prohibition of the exportation altogether. Then, the newspapers and scientific journals are suggesting all sorts of substitutes for coal—peat pressed into bricks; even clay treated with chemicals; oil; power from the coal fields direct, by turning waste coal into fuel for gas engines driving high-tension electrical generators, whose output is to be carried by wire to the various points of consumption; the utilization of tidal power (for instance, at Liverpool there is sometimes a rise and fall of over 30 feet); and all sorts of prophecies are made as to wonderful discoveries by which heat, light, and power can be obtained from the elements of air and water. Practically, all the coal slack which is mined is consumed in this country, some of it being compressed into "briquettes," but most of it is used loose, for certain kinds of boilers. Occasionally a new coal field is discovered, and the announcement is made with great gratification. Up to recently, it has been assumed that there was no coal in Ireland, but within the last few months there have been statements in the press asserting that there are immense deposits of coal in that island, which only need railroads and capital to work them profitably.

Whatever there may be in the foregoing statements, it is a fact that the British public generally believe that there will be a big fall in the prices of coal within a short time. At present rates, the trade in American coal to Great Britain has been a profitable one, it is believed, but it is difficult to say whether the traffic will be permanent. One American gentleman who is head of a cotton firm doing a large business here, with offices at Liverpool, has had sufficient confidence in the new venture to buy two steamers with which to bring American coal to England. So far as I can learn, the experiments with American coal have been very satisfactory. One of the latest suggestions made is the importation of coal from Morocco, where, it is claimed, there are large and excellent deposits, which could be brought over by four days' steaming.

CATTLE AND DRESSED MEAT.

There has been no material advance in prices of cattle until the last three or four months. This advance was chiefly caused by the requisition by the British Government as transports of a large number of ships engaged in the cattle trade, leading to a reduction of supplies. The "boom" in prices has continued up to the present time, notwithstanding that most of the transports have resumed their usual sailings. Another reason was the shutting off of the live cattle and sheep supply from the Argentine by the order of the British Government, owing to the prevalence of the foot-and-mouth disease. The continued growth of the frozen and chilled meat trade is to be noted, and improvements in methods all around are observable. Attention, however, is being drawn to a sort of fraud which is being perpetrated upon the British public by some of the butchers. Refrigerated beef is sometimes sold as freshly killed beef (either American or English); and when the price of chilled American meat reaches a certain figure, the butchers mix Argentine frozen meat with it, and sell both as one and the same at the same advanced price.

The prohibitory order of the British Government has had a disastrous effect upon the Liverpool cattle trade with the Argentine. Special attention will now be given to the dead-meat trade with the Argentine. Large hopes have been built upon a new process of preserving meat by bringing it over in sterilized chambers—a German discovery. On September 3, the first experimental consignment of meat (6 bullocks and 10 sheep) preserved by sterilized air arrived at Liverpool from the Argentine.

The following particulars are taken from press accounts: A special chamber was constructed in the ship, and in this were hung the dressed carcasses, the heads and legs being cut off. The air in the chamber was then pumped clear, or "sterilized," and the temperature was reduced to about 20° above freezing point. The chamber was then sealed, but reopened after seven days for inspection, and then, the meat being found in good condition, the chamber was again sealed. Again, just on entering the Mersey, the chamber was opened, and a piece was cut from one of the carcasses and served at the table, and although the meat had been "preserved" for thirty-four days, it was declared to be as fresh and savory as though fresh killed. Upon the inspection of the meat at Liverpool, however, the experiment was found to be only a qualified success. The municipal inspector condemned a portion of the meat as unfit for human food; but the bulk of the consignment was passed as marketable, although it brought a very low price. Those interested in the new process are not discouraged, and another attempt will be made.

An expert who made an independent report for several steamship and packing companies, tells me that the "sterilized" shipment was an absolute failure, so much so that after being some days in the chamber the carcasses had to be "refrigerated," that is, chilled, the same as is regularly done to meat from the United States.

CHEESE.

The volume of business from the United States during 1899 was large, but the quality of cheese is said to be far from what it should be, and a higher standard of excellence is demanded by English buyers. It is claimed by some English dealers that the atmospheric conditions in America are against the attainment of that excellence, but it is urged that a better system should be adopted by the farmers to provide means for protecting their milk and cheese from the extreme heat, which in summer time is so detrimental to the manufacture of strictly choice cheese.

GREEN FRUIT.

The importations of apples from the United States during the past year were comparatively small, and much below the average. The Californian Newtown pippins, however, which have made for themselves a reputation in this country, came in large quantities, and fair prices were obtained.

The complaint is general against the method of packing apples. The fruit should be more or less uniform in size throughout, instead of which the packages are now too often "faced" with fine, well-shaped, and sound samples and filled in underneath with fruit altogether inferior. This complaint applies also to apples from Canada. The only well-graded and well-packed apples received here come from Virginia and Nova Scotia. It is essential that the method of packing should be improved upon, as without doubt, the capacities of the English market for fruit of good quality are considerable; but the English buyers are very particular as to quality.

Canada has been sending test shipments of fresh grapes in refrigerated chambers, and so far, I understand, the trade has expressed satisfaction at the salable condition of this fruit. There can be no doubt that a development of this trade will do much to extend the demand for cheap late grapes. Hitherto, the middle and working classes have had to depend upon the Spanish "Almerias," which are sent into this country packed in cork dust in barrels weighing from 50 to 60 pounds. English hot-house grapes, like peaches, are very fine, but very dear.

Green fruits generally have been much more plentiful, and also cheaper, in England this summer than ordinarily. It is a matter of common observation that the English people are getting to be more and more consumers of fruit—as indeed they are getting to have greater variety in their food generally, and this observation applies to the working people as well as to the wealthy and middle classes. It is expected that fruit will be much more plentiful and cheaper in England by reason of the subsidized service between Jamaica and Great Britain.

TINNED FRUITS.

The demand for American tomatoes is decreasing in consequence of better value being offered from Italy and Spain, where the tomatoes are packed ripe. Complaints are made that the shipments from the United States usually contain a large proportion of unripe tomatoes, which are practically useless for any purpose, but particularly unserviceable for soup, which is the principal use to which canned tomatoes is applied.

The sale of Californian tinned fruits has been increasing for many years, but during 1899, owing to increased prices, the consumption has been reduced. The supply of apricots from the United States was much beyond any previous year, but the surplus stocks are very heavy.

Singapore pineapples in tins enter into strong competition, and are fine in flavor.

A fair trade in gallon tins of American apricot pulp for jam making has been done. There has, however, been considerable loss arising from the inferior tin employed in the cans, which has been too thin for large cans, as any dampness upon the tin very rapidly causes rust, which eats through the tin. It is suggested that a stronger tin, japanned on the outside, be used.

IRON AND STEEL.

The imports of iron and steel from the United States during 1899 were satisfactory, but during the first six months of 1900 they have been less in quantity than in the same period of 1899. I am informed, however, that there have been very large purchases of United States pig iron and steel in various forms (such as bars, billets, and tin bars, etc.), and there are serious apprehensions as to the effect of this competition on the trade of this country. So far, this competition has produced but little effect on the prices, but this perhaps may be accounted for principally by the abnormally high price of coal and also the high cost of raw material, and to some extent by the small stocks of pig iron held at the present time. It is stated that these stocks, which often in this country have been between 1,000,000 and 2,000,000 tons, are now reduced to about 300,000 to 400,000 tons.

CANADIAN COMPETITION.

Canadian competition in agricultural products continues active, with indications of increased energy. The latest enterprise of the Dominion government in the line of its new paternal policy is the appointment of four experts, who will spend several months in Great Britain to investigate and report upon the condition of Canadian produce on its arrival here, etc., with the object of still further making it acceptable to the British public. One expert will be stationed at Liverpool and Manchester, and one severally at London, Glasgow, and Bristol. Special attention will be paid to the trade in cheese, butter, and apples.

JAMES BOYLE, *Consul.*

LIVERPOOL, *October 2, 1900.*

IMPORTS, EXPORTS, AND NAVIGATION AT THE PORT OF LIVERPOOL DURING 1899.

Total value of imports of foreign and colonial produce, and total exports, the produce and manufactures of the United Kingdom; also of foreign and colonial produce at the port of Liverpool during the years 1895 to 1899.

Year.	Total imports of foreign and colonial merchandise.	Exports.		
		The produce and manufactures of the United Kingdom.	Foreign and colonial merchandise.	Total.
1895	$464, 764, 176	$379, 470, 544	$60, 944, 579	$440, 415, 123
1896	503, 069, 559	397, 815, 800	65, 617, 115	453, 432, 915
1897	495, 248, 234	373, 943, 874	65, 729, 891	439, 673, 765
1898	538, 541, 620	363, 851, 165	64, 247, 085	428, 098, 250
1899	535, 537, 586	394, 937, 995	77, 856, 932	472, 794, 927

Gross amount of customs revenue received at the port of Liverpool during the years 1895 to 1899.

1895	$14, 727, 768	1898	$16, 115, 079
1896	15, 465, 615	1899	17, 395, 718
1897	16, 428, 364		

Quantities of foreign and colonial produce imported at the port of Liverpool during the years 1898 and 1899.

Principal articles.	1898.	1899.	Principal increase (+) and decrease (−).
Animals, living:			
Oxen, bulls, cows, and calves.......number	255, 261	248, 058	....
Sheep and lambs.......do	281, 788	274, 376	....
Horses.......do	10, 349	10, 636	....
Bacon.......cwt	2, 999, 624	2, 836, 703	− 162, 921
Beef, fresh.......do	1, 996, 830	2, 338, 541	+ 341, 711
Bristles.......pounds	5, 964	4, 409	....
Butter.......cwt	80, 443	161, 945	+ 81, 502
Margarine.......do	2, 061	4, 389	....
Caoutchouc.......do	382, 947	336, 340	....
Manufactures of.......pounds	486, 627	533, 300	....
Cheese.......cwt	629, 386	556, 979	− 72, 407
Chemical manufactures and products, unenumerated.......dollars	1, 446, 758	1, 655, 845	+ 209, 087
China and earthenware.......cwt	6, 029	7, 956	....
Clocks and parts thereof.......dollars	299, 541	344, 739	....
Cocoa.......pounds	3, 763, 275	9, 993, 140	+6, 229, 865
Cocoa, prepared, or chocolate of all kinds.......do	20, 319	21, 528	....
Coffee, raw.......cwt	16, 184	97, 502	+ 81, 318
Copper:			
Ore of.......tons	22, 771	33, 324	....
Regulus and precipitate.......do	13, 200	18, 624	....
Unwrought.......do	32, 329	18, 353	− 13, 976
Manufactures.......dollars	942, 524	1, 090, 608	....
Cordage.......do	212, 445	249, 104	....
Cork, unmanufactured.......pounds	2, 207, 615	2, 289, 300	....
Corn:			
Wheat.......cwt	20, 889, 190	22, 489, 438	+1, 600, 248
Barley.......do	1, 273, 780	1, 428, 270	....
Oats.......do	525, 860	577, 960	....
Rye.......do	....	94, 900	....
Pease.......do	583, 293	504, 428	....
Beans.......do	731, 843	509, 520	....
Maize or indian corn.......do	15, 406, 400	17, 679, 000	+2, 272, 600
Wheat meal or flour.......do	4, 596, 900	5, 225, 850	+ 628, 950
Oatmeal and grouts.......do	340, 840	259, 240	....
Maize or indian corn meal.......do	357, 010	305, 374	....
Cotton:			
Raw.......do	16, 184, 362	11, 855, 495	−4, 328, 867
Manufactures of all kinds.......dollars	1, 304, 234	1, 138, 001	....
Currants.......cwt	457, 574	532, 938	....
Drugs:			
Opium.......pounds	....	115, 504	....
Of all other kinds.......dollars	....	406, 407	....
Dye stuffs:			
Cutch and gambier.......tons	6, 928	7, 200	....
Dyes obtained from coal tar.......dollars	6, 561	5, 618	....
Extracts.......do	931, 399	1, 201, 610	+ 270, 211
Indigo.......cwt	5, 022	5, 296	....
Valonia.......tons	....	....	....

Quantities of foreign and colonial produce imported at the port of Liverpool during the years 1898 and 1899—Continued.

Principal articles.	1898.	1899.	Principal increase (+) and decrease (−).
Eggs .... great hundred..	667,687	606,785	
Embroidery and needlework .... dollars..	15,270	26,715	
Farinaceous substances, unenumerated .... do....	1,356,766	1,809,207	+ 452,441
Feathers, ornamental .... pounds..	7,051	8,362	
Fish of all kinds .... cwt..	602,001	527,728	
Flax .... tons..	440	400	
Flowers, artificial .... dollars..	928	2,036	
Fruits:			
Almonds .... cwt..	24,533	25,082	
Apples, raw .... bushels..	1,528,983	1,575,090	
Grapes, raw .... do....	368,479	386,205	
Lemons .... do....	597,855	693,531	
Nuts used as fruit .... dollars..	965,341	947,879	
Oranges .... bushels..	2,461,232	3,025,530	+ 564,298
Pears, raw .... do....			
Plums, raw .... do....	10,204	6,217	− 3,987
Raw, of all other kinds .... do....	491,728	507,664	
Unenumerated, dried .... cwt..		7,731	
Preserved, without sugar (not dried) .... pounds..	26,173,988	34,826,405	+8,652,417
Fruits and vegetables, preserved in sugar .... cwt..	1,351	2,939	
Glass, manufactures:			
Bottles .... gross..	77,651	105,461	+ 27,810
Of all other kinds .... cwt..	66,041	71,624	
Gum:			
Lac .... do....	1,753	5,624	
Of all other kinds .... do ...	19,286	20,078	
Gutta-percha .... do....	339	1,379	
Hams .... do....	1,347,582	1,355,374	
Hay .... tons..	20,107	33,879	
Hemp .... do....	23,734	19,450	
Hides, raw .... cwt..	220,476	297,230	+ 76,754
Hops .... do....	27,905	22,809	
Ice .... tons..	14,214	20,212	
Iron:			
Ore of .... do....	37,155	46,044	
Pig and puddled .... do....	48,289	56,317	
Bar .... do....	2,455	2,552	
Manufactures of all kinds .... dollars..	4,516,947	5,531,802	+1,014,855
Ivory, elephants' teeth .... cwt..	1,588	1,391	
Jute .... tons..	1,710	1,262	
Manufactures .... dollars..	5,070,024	5,360,575	
Lace of all kinds .... do....	7,722	12,402	
Lard .... cwt..	909,107	934,196	
Lead:			
Ore of .... tons..	1,229		
Pig and sheet .... do....	22,011	24,949	
Leather .... cwt..	325,837	368,873	
Boots and shoes .... dozen pairs..	8,741	27,954	+ 19,213
Gloves .... do....	178	188	
Manufactures, unenumerated .... dollars..	29,723	28,042	
Linen:			
Yarn .... pounds..	55,998	285,798	+ 229,800
Manufactures .... dollars..	11,518	20,431	
Manganese, ore of .... tons..	37,158	44,994	
Manures:			
Nitrate of soda .... do....	34,140	27,259	
Phosphate of lime and rock .... do....	51,537	92,009	
Bones for manure .... do....	No return.	16,494	
Matches .... dollars..	28,625	{Gross boxes} 165,605	
Meat:			
Unenumerated, salted and fresh .... cwt..	93,530	120,266	
Preserved, not salted .... do....	94,734	118,799	
Metal, unenumerated, unwrought .... tons..	223	253	
Milk, condensed .... dollars..	55,133	56,569	
Mutton, fresh .... cwt..	884,456	848,273	
Musical instruments .... dollars..	569,426	742,564	
Nuts for expressing oil therefrom .... tons..	37,152	45,596	
Oil:			
Fish, train or blubber .... do....	1,485	1,920	
Cocoanut .... cwt..	66,672	153,026	+ 86,354
Olive .... tons..	4,351	2,671	
Palm .... cwt..	881,447	908,580	
Seed .... tons..	8,850	14,869	
Turpentine .... cwt..	67,524	76,928	
Chemical, essential or perfumed .... pounds..	148,296	No return.	
Oilseed cake .... tons..	116,596	134,862	
Onions, raw .... bushels..	1,701,378	2,242,557	+ 541,179
Ore, unenumerated .... tons..	914	2,500	
Painters' colors .... dollars..	530,201	481,562	
Paper, including strawboard, etc .... cwt..	241,280	245,945	

Quantities of foreign and colonial produce imported at the port of Liverpool during the years 1898 and 1899—Continued.

Principal articles.	1898.	1899.	Principal increase (+) and decrease (−).
Paper-making materials ... tons	45,793	45,449	...
Paraffin ... cwt	188,578	224,036	...
Petroleum ... gallons	33,565,369	[1] 23,001,713 [2] 9,489,133	...
Plants ... dollars	67,189	83,995	...
Plumbago ... tons	1,048	1,182	...
Pork:			
Fresh ... cwt	264,297	258,091	...
Salted ... do	128,835	130,151	...
Potatoes ... do	262,444	173,839	...
Poultry and game, alive and dead ... dollars	229,464	336,414	...
Prints ... do	10,682	19,887	...
Pyrites of iron or copper ... tons	178,620	204,243	...
Quicksilver ... pounds	36,185	6,000	...
Rabbits (dead) ... cwt	...	97	...
Raisins ... do	234,901	249,460	...
Rice ... do	1,929,165	2,577,339	+ 648,174
Rosin ... do	373,021	577,811	+ 204,790
Seeds:			
Clover and grass ... do	33,448	38,475	...
Cotton ... tons	50,085	40,910	...
Flax or linseed ... quarters	183,755	197,552	...
Rape ... do	...	265	...
Of all other kinds ... dollars	485,951	397,625	− 88,326
Shells ... do	41,587	28,421	...
Silk:			
Knubs or husks and waste ... cwt	7,761	7,784	...
Raw ... pounds	2,028	4,870	...
Thrown and spun silk yarn ... do	230	No return.	...
Manufactures of all kinds ... dollars	16,324	39,555	...
Silver, ore of ... do	2,162,826	1,500,422	− 662,404
Skins:			
Goat, undressed ... number	1,855,398	2,487,429	+ 632,031
Sheep, undressed ... do	1,572,392	2,282,231	+ 709,839
Furs of all sorts ... do	8,296,422	2,821,974	− 474,448
Manufactures of skins and furs ... dollars	12,052	4,451	...
Slates ... number	3,024,478	1,549,240	− 1,475,238
Spices and pepper ... pounds	760,228	558,786	...
Spirits:			
Brandy ... proof gallons	365,256	421,412	...
Rum ... do	1,501,171	1,252,344	...
Geneva ... do	52,892	54,912	...
Other unsweetened spirits ... do	87,746	60,143	...
Stones, rough or hewn ... tons	15,876	13,598	...
Straw, platting, for making hats or bonnets ... pounds	8,751	84	...
Sugar:			
Refined ... cwt	461,208	627,818	+ 166,115
Unrefined ... do	6,262,113	4,993,621	− 1,268,492
Molasses ... do	382,824	555,827	...
Glucose ... do	404,537	382,596	...
Tallow and stearin ... do	621,516	598,643	...
Tea ... pounds	284,322	116,774	...
Tin in ingots, bars, or slabs ... cwt	19,860	27,547	...
Tobacco:			
Unmanufactured ... pounds	49,284,906	71,541,197	+22,256,291
Manufactured ... do	1,963,908	2,766,685	+ 802,777
Toys ... dollars	130,889	114,525	...
Vegetables, raw ... do	1,016,804	1,027,739	...
Watches, and parts thereof ... do	184,228	210,214	...
Wine ... gallons	2,795,547	2,800,626	...
Wood:			
Hewn, of all sorts ... loads	159,741	176,053	...
Sawn, of all sorts ... do	531,864	591,575	...
Staves ... do	27,945	30,218	...
Furniture woods, of all kinds ... tons	83,095	82,951	...
House frames and joiners' work ... dollars	816,125	951,762	...
Wool:			
Goats' wool or hair ... pounds	9,794,175	12,101,402	+ 2,307,227
Sheep and lambs ... do	80,877,868	77,694,198	− 3,183,670
Woolens:			
Yarn of all kinds ... do	20,386	29,190	...
Rags, not for manufacture ... tons	2,320	1,616	...
Manufactures of all kinds (including manufactures of goats' wool) ... dollars	341,201	377,947	...
Yeast ... cwt	198	255	...
Zinc:			
Crude ... tons	13,061	10,826	...
Manufacture ... cwt	25,239	26,714	...
Parcels post: Goods free of duty ... parcels	36,256	25,750	...

[1] Illuminating.

[2] Lubricating.

Produce and manufactures of the United Kingdom exported from the port of Liverpool during the years 1898 and 1899.

Principal articles.	1898.	1899.	Principal increase (+) and decrease (−).
Alkali ... cwt..	3,186,100	3,197,200	...
Animals, living:			
Horses ... number..	348	339	...
Sheep and lambs ... do....	6,736	4,178	...
Apparel ... dollars..	4,037,056	2,800,638	− 1,236,418
Arms and ammunition:			
Gunpowder ... pounds..	3,874,800	2,719,700	− 1,155,100
Firearms (small) ... number..	63,378	61,136	...
Of all other sorts ... dollars..	844,473	627,251	...
Bags and sacks, empty, for packing merchandise, dozens ...	723,900	667,400	...
Beer and ale ... barrels..	108,131	109,499	...
Biscuit and bread ... cwt..	54,390	51,938	...
Bleaching materials ... do....	879,900	1,049,800	+ 169,900
Books, printed ... do....	34,839	30,986	...
Butter ... do....	6,787	6,539	...
Candles of all sorts ... pounds..	6,792,000	11,253,900	+ 4,461,900
Caoutchouc, manufactures of ... dollars..	1,219,267	1,126,504	...
Carriages, etc.:			
Railway carriages, for passengers ... do....	1,507,499	1,771,737	...
Railway wagons, trucks, etc ... do....	2,919,810	3,182,566	+ 262,756
Cycles, and parts thereof ... do....	348,296	239,029	...
Other sorts (including carts) ... do....	131,171	143,870	...
Cement for building and engineering purposes .. tons..	14,279	13,750	...
Chemical products, including dyestuffs and sulphate of copper ... dollars..	7,245,730	7,661,119	...
Clay, unmanufactured ... tons..	76,651	93,676	...
Coals, coke, cinders, and patent fuel ... do....	848,218	445,180	...
Coal, products of ... dollars..	749,883	864,929	...
Cocoa or chocolate, manufactured in United Kingdom ... pounds..	382,800	444,400	...
Cordage, twine, etc ... cwt..	78,785	94,105	...
Corn: Grain, meal, and flour ... dollars..	525,706	689,308	+ 163,602
Cotton manufactures:			
Piece goods ... yards..	3,511,282,600	3,640,632,700	+129,350,100
Of all other sorts ... dollars..	15,038,050	16,090,959	+ 1,052,909
Cutlery ... do....	1,443,104	1,634,281	...
Cotton yarn ... pounds..	84,967,200	72,738,400	− 12,228,800
Earthen and china ware of all sorts ... dollars..	5,313,126	5,974,006	...
Electric-lighting apparatus (except steam engines), dollars ...	78,137	294,175	...
Fish, fresh and cured:			
Herrings ... barrels..	78,306	63,206	...
Of all other sorts ... dollars..	1,044,661	1,178,268	...
Flax and hemp, dressed and undressed ... cwt..	4,821	11,266	...
Furniture (household), and cabinet and upholstery work ... dollars..	287,051	289,553	...
Glass of all sorts ... do....	2,152,314	2,298,085	+ 145,771
Grease ... cwt..	178,591	231,852	...
Haberdashery and millinery ... dollars..	445,924	639,760	...
Hardware, unenumerated ... cwt..	75,144	83,176	...
Hats of all sorts ... dozens..	196,874	185,666	...
Hides, raw ... cwt..	115,260	122,565	...
Implements and tools of trade of all sorts .... dollars..	2,291,869	2,653,443	+ 361,574
Instruments and apparatus, surgical, anatomical, and scientific ... dollars..	240,676	230,796	...
Jute:			
Yarn ... pounds..	7,839,000	7,061,900	...
Piece goods ... yards..	32,287,800	31,827,500	− 460,300
Leather:			
Unwrought ... cwt..	22,373	17,698	...
Wrought, boots and shoes ... dozen pairs..	50,766	52,008	...
Wrought, unenumerated ... dollars..	457,758	344,828	...
Linen yarn ... pounds..	3,472,900	4,239,000	+ 766,100
Linen manufactures:			
Piece goods ... yards..	80,497,200	102,030,000	+ 21,532,800
Thread, unenumerated ... dollars..	3,089,560	3,387,886	...
Machinery, and millwork of all sorts ... do....	22,282,288	24,692,216	+ 2,409,928
Manure (including sulphate of ammonia and other chemical manures) ... tons..	107,579	118,493	...
Medicines, comprising drugs and medicinal preparations ... dollars..	561,650	534,201	...
Metals:			
Iron, pig, puddled, bar, angle, and wire ..... tons..	167,996	194,179	...
Railroad, of all sorts ... do....	163,376	166,702	...
Steel, unwrought ... do....	31,539	44,847	...
Iron, of all other sorts ... do....	373,622	376,344	...
Brass, and manufactures of, not being ordnance, cwt ...	36,331	32,838	...
Copper, unwrought ... cwt..	96,909	163,427	...

Produce and manufactures of the United Kingdom exported from the port of Liverpool during the years 1898 and 1899—Continued.

Principal articles.	1898.	1899.	Principal increase (+) and decrease (−).
Metals—Continued.			
Copper, wrought or manufactured and yellow metal .... cwt.	157,055	108,639	− 48,416
Lead, of all sorts .... tons.	2,244	1,959	
Tin, unwrought .... cwt.	31,279	33,390	
Zinc, wrought and unwrought .... do.	24,619	20,577	
Unenumerated .... dollars.	404,196	502,412	
Milk, condensed .... cwt.	15,588	28,183	
Musical instruments .... dollars.	78,133	76,749	
Oil and floor cloth .... yards.	5,301,800	5,436,700	
Oil seed .... tons.	6,700	6,821	
Other sorts .... dollars.	394,870	341,764	
Printers' colors and materials .... do.	1,289,560	1,532,207	+ 242,647
Paper of all sorts .... cwt.	112,437	134,889	
Perfumery (including spirits perfumed in bond), dollars	76,204	94,575	
Pickles, vinegar, sauces, etc .... dollars.	543,610	571,142	
Pictures .... number.	644	592	
Plate and plated ware .... dollars.	250,926	264,738	
Prints, engravings, etc .... do.	110,744	109,986	
Provisions (including meat) .... do.	874,071	909,024	
Rags, and other materials for paper making .... tons.	15,034	17,510	
Saddlery and harness .... dollars.	587,603	632,363	
Salt, rock, and white .... tons.	494,458	451,058	
Seeds of all sorts .... cwt.	63,377	66,308	
Ships and boats (new) with their machinery, gross tonnage	No return.	2,270	
Silk:			
Thrown, twist and yarn .... pounds.	839,700	1,001,100	+ 161,400
Manufactures of all sorts (including mixed), dollars	2,914,974	2,647,791	− 267,183
Skins and furs of all sorts .... dollars.	2,428,803	2,740,830	+ 312,027
Soap .... cwt.	684,000	799,000	+ 115,000
Spirits, British and Irish .... proof gallons.	451,584	437,809	
Stationery, other than paper .... dollars.	592,827	672,842	+ 80,015
Stones and slates .... do.	190,526	184,932	
Sugar:			
Refined and candy .... cwt.	462,454	339,310	
Molasses .... do.	158,072	154,361	
Telegraphic wires and apparatus .... dollars.	208,994	144,128	
Tobacco and snuff .... pounds.	1,309,110	1,819,070	+ 509,960
Umbrellas and parasols .... dollars.	829,422	985,812	
Wood, manufactures of .... do.	683,350	748,576	
Wool:			
Sheep and lambs' .... pounds.	3,808,500	9,706,100	+5,897,600
Flocks (rag wool) .... do.	587,700	857,700	
Noils .... do.	213,700	222,900	
Waste .... do.	558,000	463,300	
Combed or carded, and tops .... do.	2,379,100	4,129,800	+1,750,700
Woolen and worsted yarn .... do.	1,536,400	1,734,600	
Yarn, alpaca and other sorts .... do.	201,600	288,700	
Woolen and worsted manufactures:			
Woolen tissues .... yards.	14,408,100	15,706,800	+1,298,700
Worsted coatings and stuffs .... do.	44,589,500	45,751,100	+1,161,600
Damasks and plushes .... do.	51,800	79,200	
Flannels and carpets .... do.	5,235,200	5,277,800	
Blankets .... pairs.	352,400	292,000	
Of all other sorts .... dollars.	2,243,779	2,595,823	
Parcels post .... parcels.	93,332	85,342	
All other articles .... dollars.	4,059,106	4,934,450	

Foreign and colonial produce exported from the port of Liverpool during the years 1898 and 1899.

Principal articles.	1898.	1899.	Principal increase (+) and decrease (—).
Bacon and hams ... cwt.	89,600	87,523	
Butter ... do.	4,913	6,877	
Margarin ... do.	488	1,011	
Caoutchouc ... do.	211,311	204,285	
Cheese ... do.	13,138	17,131	
Chemical manufactures ... dollars.	617,608	161,735	— 455,873
China or porcelain and earthenware ... cwt.	2,779	2,174	
Cocoa ... pounds.	218,135	245,976	
Coffee ... cwt.	7,618	8,843	
Corn:			
Wheat ... do.	268,717	173,934	— 94,783
Maize or indian corn ... do.	983,813	719,470	— 264,343
Wheat meal and flour ... do.	98,331	184,787	+ 86,456
Cotton:			
Raw ... do.	849,411	1,646,763	+ 797,352
Waste of (raw and yarn) ... pounds.	4,716,577	6,839,595	+2,123,018
Manufactures ... dollars.	1,428,572	1,519,304	
Drugs:			
Peruvian bark ... cwt.	217	52	
Opium ... pounds.	80,572	26,613	— 53,959
Not otherwise enumerated ... dollars.	178,434	174,663	
Dyes and dyeing stuffs:			
Cochineal ... cwt.	196	258	
Cutch and gambier ... tons.	966	882	
Indigo ... cwt.	5,276	4,803	
Farinaceous substances and manufactures thereof, including sago ... dollars.	108,601	114,166	
Feathers, ornamental ... pounds.	126,296	81,035	— 45,261
Fish, cured or salted ... cwt.	113,919	118,603	
Flax, dressed, undressed, and tow ... tons.	256	432	
Fruit:			
Almonds ... cwt.	10,328	12,864	
Currants ... do.	3,625	3,800	
Fruit:			
Oranges ... bushels.	129,675	164,040	
Raisins ... cwt.	2,942	1,539	
Dried, not otherwise enumerated ... do.	1,464	880	
Preserved without sugar, other than dried, pounds	4,773,390	2,783,226	—1,790,164
Guano ... tons.	1,013	50	
Gum, of all sorts ... cwt.	6,402	8,988	
Hemp, dressed, undressed, and tow ... tons.	4,554	5,458	
Hides, raw ... cwt.	28,531	29,014	
Ivory, elephants' teeth ... do.	1,053	427	
Jute ... tons.	3,371	2,910	
Manufactures of ... dollars.	4,395,053	5,027,903	+ 632,850
Lace ... do.	999,687	890,298	— 109,389
Lard ... cwt.	24,851	27,343	
Leather ... do.	19,860	16,961	
Manufactures of all kinds ... dollars.	279,095	310,383	
Meat, preserved, otherwise than by salting ... cwt.	11,573	15,647	
Metals:			
Copper, unwrought, part wrought, and old copper, tons	853	5,345	
Iron, bar, angle, bolt, and rod ... tons.	1,776	1,379	
Iron manufactures—			
Machinery ... dollars.	280,524	331,986	+ 51,462
Unenumerated ... cwt.	55,081	74,743	
Tin in ingots, bars, or slabs ... do.	4,898	3,551	
Milk, condensed ... do.	17,108	18,857	
Nuts for expressing oil therefrom ... tons.	12,268	19,022	
Oil:			
Cocoanut ... cwt.	9,480	5,038	
Olive ... tons.	1,122	664	
Palm ... cwt.	569,195	599,366	
Paper-making materials ... tons.	2,458	2,459	
Quicksilver ... pounds.	240,590	245,641	
Rice ... cwt.	1,097,710	1,631,425	+ 533,715
Seeds:			
Flax or linseed ... quarts.	6,867	1,689	
Rape ... do.	23	Not reported.	
Seeds:			
Unenumerated, for expressing oil therefrom ... do.	5,782	4,092	
Shells ... dollars.	77,283	113,937	+ 36,654
Silk:			
Raw ... pounds.	21,477	25,862	
Thrown ... do.	2,089	6,957	
Manufactured ... dollars.	850,982	872,015	
Skins:			
Goat, undressed ... number.	1,801,100	2,565,679	+ 764,579
Sheep, undressed ... do.	351,979	895,555	+ 543,576
All other sorts ... do.	1,064,986	407,519	— 657,467

Foreign and colonial produce exported from the port of Liverpool during the years 1898 and 1899—Continued.

Principal articles.	1898.	1899.	Principal increase (+) and decrease (–).
Spices:			
Cinnamon ... pounds..	195,554	72,111	– 123,443
Pepper ... do....	823,985	761,761	...
Not otherwise enumerated ... do....	191,395	1,296,020	+1,104,625
Spirits:			
Brandy ... proof gallons..	6,677	4,622	...
Rum ... do....	37,844	31,912	...
Geneva ... do....	624	1,178	...
Other unsweetened spirits ... do....	1,363	1,864	...
Mixed in bond ... do....	97,939	115,757	...
Straw platting for making hats or bonnets .. pounds..	102,303	208,522	+ 106,219
Sugar:			
Refined and candy ... cwt..	18,174	33,727	...
Unrefined ... do....	257,374	151,270	– 106,104
Molasses ... do....	4,817	3,851	...
Tallow and stearin ... do....	65,894	67,740	...
Tea ... pounds..	219,782	401,873	+ 182,091
Tobacco:			
Unmanufactured ... do....	6,813,173	4,400,442	- 2,412,731
Foreign, manufactured, of all kinds ... do....	193,848	135,266	...
Wine ... gallons..	41,527	38,573	...
Wool, sheep and lamb ... pounds..	20,914,920	28,935,732	+8,020,812
Woolen manufactures ... dollars..	1,686,687	1,490,333	...
All other articles ... do....	6,198,575	7,476,031	...

NAVIGATION.[1]

Number and tonnage of British and foreign sailing and steam vessels, including their repeated voyages, that entered and cleared at the port of Liverpool during the year 1899.

[Vessels in the coastwise trade are not included in this table.]

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
Russia:				
Northern ports ...	33	27,791	30	28,452
Southern ports ...	43	64,677	42	56,574
Sweden ...	37	27,434	35	26,156
Norway ...	131	73,959	38	19,580
Denmark (including Iceland and Greenland) ...	43	7,575	60	18,470
Danish West India islands ...	...	...	1	894
Germany ...	164	129,654	135	106,675
Holland ...	22	24,834	83	61,443
Dutch possessions in Indian seas—Java ...	11	17,713	15	23,262
Dutch Guiana ...	1	237	...	...
Belgium ...	120	122,520	113	86,715
France ...	272	127,264	248	94,404
Algeria ...	14	14,749	...	...
French possessions in western Africa ...	2	1,476	8	10,272
French Indo-China (Cochin China, Cambodia, Annam, and Tonkin) ...	4	9,944	1	1,687
French islands in the Pacific ...	1	725	...	...
Portugal ...	82	45,379	81	38,654
Azores ...	...	...	1	2,178
Portuguese possessions in western Africa ...	8	9,939	21	28,115
Portuguese possessions in eastern Africa ...	...	...	5	4,161
Spain ...	392	294,070	199	130,452
Canary Islands ...	20	6,136	17	5,066
Italy ...	55	61,846	77	82,013
Austrian territories ...	21	27,845	31	45,426
Greece ...	23	28,446	10	14,625
Roumania ...	5	6,849	30	47,066
Turkish dominions:				
European Turkey ...	27	35,798	14	20,150
Crete ...	1	112	...	...
Cyprus ...	1	951	1	2,879
Asiatic Turkey (including El Hedjas and Turkish ports on the Persian Gulf ...	23	24,063	25	37,956
Egypt ...	100	151,406	59	86,861

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[1] These statistics are taken from the British Blue Book for the year ended December 31, 1899, and only include vessels that pass through the customs.

Number and tonnage of British and foreign sailing and steam vessels, including repeated voyages, entered and cleared at the port of Liverpool during the year 1899—Cont'd.

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
Tripoli	3	4,022	....	....
Tunis	5	4,789	....	....
Morocco	2	271	1	1,063
Kongo Free State	4	6,507	....	....
Western Coast of Africa, not particularly designated	1	1,713	1	21
China (exclusive of Hongkong and Macao)	1	3,308	....	....
Japan	2	4,562	7	19,427
Philippine and Ladrone islands	11	24,752	13	30,922
Islands in the Pacific, not elsewhere specified	5	2,738	5	7,073
United States:				
On the Atlantic	911	3,009,272	744	2,657,141
On the Pacific	43	81,042	12	19,445
Cuba	1	2,022	47	91,298
Porto Rico	....	....	17	25,805
Haiti and Santa Domingo	8	3,068	....	....
Mexico	42	76,162	21	34,710
Guatemala	....	....	2	3,520
Costa Rica	....	....	2	4,797
Republic of Colombia	19	41,180	59	126,931
Venezuela	1	251	....	....
Ecuador	1	1,559	1	647
Peru	24	41,991	23	26,819
Chile (not including the Pacific coast of Patagonia)	43	100,428	39	99,306
Brazil	77	99,118	156	172,910
Argentina (including the Atlantic coast of Patagonia)	151	278,035	81	144,246
Deep sea fisheries	1	93	....	....
Total foreign countries	3,012	5,130,215	2,611	4,546,267
Total British possessions	527	1,021,972	559	1,119,540
Total foreign countries and British possessions:				
1899	3,539	6,152,187	3,170	5,665,813
1898	3,652	6,170,454	3,497	5,998,348
Decrease	113	18,267	327	332,535
Vessels employed by Her Majesty's Government in the conveyance of troops, stores, etc., to South Africa, not included in above figures	....	....	24	30,738

VESSELS OF EACH NATION.

Number and tonnage of sailing and steam vessels of each nation, including their repeated voyages, that entered and cleared with cargoes and in ballast at the port of Liverpool during the year 1899.

[Vessels in the coastwise trade not included.]

Nationality.	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
British	2,716	5,403,128	2,415	4,954,367
Russian	8	4,390	9	6,370
Swedish	40	31,872	31	22,218
Norwegian	273	169,444	196	182,817
Danish	59	21,690	53	19,425
German	83	90,617	60	68,542
Dutch	17	22,219	15	20,475
Belgian	50	110,430	49	114,987
French	40	16,121	40	16,188
Spanish	202	225,633	248	260,994
Italian	29	27,470	24	23,144
United States of America	4	7,157	3	7,064
All other countries	18	22,016	27	19,227
Total	3,539	6,152,187	3,170	5,665,813

COASTING TRADE.

Number and tonnage of British and foreign sailing and steam vessels, including their repeated voyages, that entered and cleared with cargoes and in ballast coastwise at the port of Liverpool during 1899.

	Entered.		Cleared.	
	Number.	Tons.	Number.	Tons.
Employed in—				
General coasting trade	10,962	1,872,041	11,321	2,305,557
Intercourse between Great Britain and Ireland	5,696	1,443,887	5,740	1,397,334
Total	16,658	3,315,928	17,061	3,702,891

MANCHESTER.

In placing before the Department my report for the nine months ended September 30, 1900, I have to say that prices on all classes of merchandise have advanced about 10 per cent over the corresponding period of 1899.

EXPORTS FROM THE UNITED KINGDOM.

The exports for the first nine months, which may be regarded as foreshadowing the results of the whole of the current year, are as follows:

Exports from the United Kingdom.

	1899.		1900.	
	English money.	United States currency.	English money.	United States currency.
British	£194,351,197	$945,810,100.20	£218,471,755	$1,063,192,795.70
Foreign and colonial	48,663,295	236,819,925.11	48,042,998	233,801,249.76
Total	243,014,492	1,182,630,025.31	266,514,753	1,296,994,045.46
Increase			23,500,261	114,364,020.15

It is clear that if due allowance be made for the advance in prices this year, the aggregate increase in the value of the foreign trade of the United Kingdom does not represent an expansion in its volume.

It is no exaggeration to say that the most prominent feature in the export trade of the present year is the enormous value of coal shipments abroad, for it constitutes this year 15 per cent of the entire amount of exports of British productions. A further significant circumstance is that shipment of coal for the use of steamers engaged in the foreign trade—not included in the value of the total exports—has during the last nine months been only 8,753,829 tons, against 9,135,485 tons in the corresponding period of last year. This falling off, though not very large, is significant, since it appears to show that steamers arriving and leaving the ports of the United Kingdom are as far as possible taking coal abroad, as they can sometimes do this more advantageously than at British ports.

The other items in the classified list of exports during the last nine months exhibit an increase over those of the previous year. Indeed, so far as the exports of British productions are concerned, there can be little doubt that when the statistics for the whole year are issued, it will be seen that some progress has been made.

COTTON TRADE.

I give below comparative tables, compiled from the board of trade returns, showing the total shipments of cotton yarns and cotton piece goods (both of which are chiefly manufactured in and exported from this consular district) during the nine months ended September 30, 1898, 1899, and 1900.

Cotton yarn.

	Pounds.
1898	184, 140, 400
1899	160, 214, 100
1900	122, 100, 000

It will be seen that the exports of cotton yarns, compared with two years ago, show a falling off of 62,000,000 pounds.

Cotton piece goods.

	Yards.
1898	3, 842, 208, 100
1899	4, 096, 376, 400
1900	3, 822, 474, 400

The exports of cotton piece goods for the nine months show a decrease of 274,000,000 yards, as compared with the previous year.

The shipments to each of the various markets for 1900, according to the classification of the board of trade, and the increase and decrease as compared with 1899, are as follows:

COTTON YARNS.

To—	Shipments.	Increase.	Decrease.
	Pounds.	*Pounds.*	*Pounds.*
Russia	590, 300		1, 351, 300
Sweden and Norway	4, 571, 000		2, 965, 200
Denmark	2, 919, 800		712, 800
Germany	22, 641, 100		7, 861, 800
Holland	19, 302, 400		763, 700
Belgium	3, 417, 800		630, 800
France	2, 665, 700	358, 700	
Italy	134, 600		75, 300
Austrian territories	1, 973, 600		1, 672, 400
Roumania	2, 568, 300		3, 463, 600
Turkey	8. 742, 000		6, 659, 200
Egypt	3, 153, 300		512, 800
China (including Hongkong)	2, 030, 200		6, 443, 200
Japan	9, 318, 900	444, 600	
British East Indies:			
Bombay	5, 708, 600		3, 717, 300
Madras	7, 209, 300		1, 146, 700
Bengal and Burmah	11, 002, 400	164, 600	
Straits Settlements	1, 052, 400		742, 800
Ceylon	63, 100		21, 000
Other countries	13, 035, 200		342, 100
Total	122, 100, 000	967, 900	39, 082, 000

COTTON PIECE GOODS.

To—	Shipments.	Increase.	Decrease.
	Yards.	*Yards.*	*Yards.*
Germany	40,899,400	3,062,000	
Holland	41,669,500		6,240,200
Belgium	54,187,400	9,683,800	
France	18,811,200	6,634,100	
Portugal, Azores, and Madeira	29,559,800		438,800
Italy	8,693,500	2,593,500	
Austrian territory	2,698,300		214,300
Greece	21,354,900		6,766,700
Turkey	214,006,400		31,151,300
Egypt	130,966,200	15,932,700	
Algeria	685,000	277,600	
Morocco	30,003,300		15,873,700
West Coast of Africa (foreign)	51,801,600	6,800,500	
Persia	22,455,800		4,210,400
Dutch Possessions in India	148,958,900	31,242,700	
Philippine Islands	62,360,000	43,255,200	
China (including Hongkong)	405,177,600	3,893,500	
Japan	105,837,400	38,333,200	
United States	54,024,600		781,500
Foreign West Indies	61,875,900	12,014,400	
Mexico	30,675,900		5,629,200
Central America	40,971,300	10,135,700	
Republic of Colombia	15,696,900		21,157,800
Venezuela	21,385,400		20,621,200
Peru	19,844,500		7,693,800
Chile	77,842,100	23,902,800	
Brazil	71,139,800		18,435,800
Uruguay	25,340,800		9,046,400
Argentina	104,688,800	7,646,800	
Gibraltar	2,900,800		1,905,300
Malta	3,120,200		1,609,400
West Coast of Africa (British)	53,048,400		7,334,000
British Possessions in South Africa	31,451,100		2,170,800
British East Indies:			
Bombay	413,357,200		190,801,500
Madras	90,897,800	16,203,700	
Bengal and Burmah	882,306,300		132,971,400
Straits Settlements	90,836,300	3,375,000	
Ceylon	19,480,300	3,929,100	
Australia	143,303,300	16,350,600	
Canada	32,400,000	6,434,400	
British West India Islands and Guiana	28,494,600		6,103,800
Other countries	117,265,900		44,446,000
Total	3,822,474,400	261,701,300	535,603,300

Dividing the cotton piece goods into classes, the following changes are shown:

Class.	Quantity.	Decrease.
	Yards.	*Yards.*
Gray or unbleached	1,469,258,700	168,807,400
Bleached	979,326,800	51,312,400
Printed	741,519,500	51,705,500
Dyed and colored	632,295,600	2,069,700
Mixed piece goods, cotton predominating	73,800	7,000
Total exports of cotton piece goods to Sept. 30, 1900	3,822,474,400	273,902,000

From the foregoing, it will be seen that the United States imports a very small percentage of the total British shipments of cotton yarns and piece goods, the former item, indeed, being so relatively small that it is not classified in the British Government returns.

EXPORTS FROM THE MANCHESTER CONSULAR DISTRICT.

I give below a table showing the character and value of declared exports from this consular district to the United States (including Porto Rico and Honolulu) during the nine months ended September

30, 1900; the corresponding period of 1899 is also exhibited for comparison:

Articles.	1899.	1900.
Buttons	$885.15	$710.92
Card clothing	72,604.05	94,485.09
Carpets and rugs	94,404.95	84,803.09
Cattle hair and other hair	29,653.58	41,742.04
Colors, dyestuffs, and chemicals	424,452.91	419,430.81
Cotton (Egyptian)	....	78,295.16
Cotton and worsted and worsted stuffs	174,479.96	111,276.21
Cotton piece goods	1,705,606.24	1,020,527.30
Cotton velvets, fustians, etc	1,311,676.75	1,672,888.07
Cotton yarn and thread	627,172.56	1,294,712.65
Curtains, laces, etc	316,375.09	408,836.28
Damasks, etc	56,493.15	25,453.80
Earthenware, china ware, etc	12,884.62	19,201.83
Elastic web, cord, india rubber, etc	38,312.71	56,503.49
Felt hats, straw hats, etc	28,199.90	12,620.29
Furniture	195.63	1,709.44
Furs, skins, etc	42,312.42	27,354.80
Handkerchiefs	89,323.98	53,238.52
Hide cuttings	89,321.85	86,128.67
Hosiery	69,785.07	73,154.89
Iron, steel, etc	72,187.18	55,978.75
Leather and hides	161,830.57	143,907.26
Linens	274,923.10	41,451.65
Machinery	551,409.43	1,448,032.75
Mahogany logs, oak logs, etc	46,029.20	43,069.01
Miscellaneous	26,163.13	31,984.99
Paper, paper hangings, etc	90,088.69	84,934.39
Provisions	3,329.27	1,115.69
Quilts	23,213.47	32,253.61
Rags, paper stock, etc	185,985.07	226,110.34
Shawls, etc	25,137.35	25,501.91
Silk, and silk and cotton piece goods	35,550.12	39,193.73
Silk noils and waste	27,436.94	10,415.33
Silk yarn	166,436.56	128,407.29
Tape, braid, etc	66,868.31	70,413.53
Towels	28,738.53	14,759.88
Waterproof garments and cloth	8,724.66	4,174.04
Wool felt, blanketing, lapping, etc	45,367.62	50,355.80
Wool and wool noils	....	12.34
Worsted yarn	....	....
Yarn (other)	6,785.67	16,482.95
Total	7,030,345.89	8,051,628.59

From the foregoing, it will be seen that of the total exports from the United Kingdom, the exports to the United States from Manchester do not represent 1 per cent.

Statement of exports of cotton yarn to the United States during the periods named below.

Month.	1899.	1900.	Month.	1899.	1900.
	Pounds.	*Pounds.*		*Pounds.*	*Pounds.*
January	152,225	290,342¼	July	196,253	284,360¼
February	160,899½	330,655½	August	179,973¼	257,220
March	202,893	440,332	September	209,139	201,819½
April	129,914¾	391,701½	Total	1,624,669¾	2,950,172½
May	186,893¼	390,032¼	Increase	....	1,325,502¾
June	206,479	363,709¼			

Quantities of cotton velvets, fustians, etc., exported to the United States during the periods named below.

Month.	1899.	1900.	Month.	1899.	1900.
	Yards.	*Yards.*		*Yards.*	*Yards.*
January	834,796¼	1,158,201½	July	1,066,556¾	1,448,270½
February	575,910¾	1,336,781¼	August	1,826,544¾	1,627,501½
March	1,058,861½	1,827,232	September	1,029,880¾	1,210,101¾
April	1,107,923	1,216,440	Total	10,101,162¾	12,690,057½
May	1,570,520¾	1,491,683½	Increase	....	2,588,896¾
June	1,535,170¾	1,373,845½			

IMPORTS INTO THE UNITED KINGDOM.

I give below the total imports into the United Kingdom, up to and including September 30, for the years 1899 and 1900:

	English money.	United States currency.
1899	£356,019,390	$1,732,568,361.43
1900	379,187,642	1,845,316,659.79
Increase in 1900	23,168,252	112,748,298.35

The imports are in excess of those of last year, and the imports of merchandise, classed as "manufactured articles," have reached £70,217,662 ($341,714,252.12), against £68,721,333 ($334,432,367.04) in the first nine months last year. If the same rate should be maintained to the end of the present year, the total will reach £103,623,549 ($504,284,001.20), an enormous sum, it may be thought, to be paid by a country preeminent in manufactures, for the manufactures of other nations. It must be remembered, however, that a very large proportion of these products consists of the materials used in industrial processes, and that if they can be bought at lower prices abroad than here, their cheapness is an advantage to the industry.

I give below the chief imports into the United Kingdom from all parts to September 30, 1900.

	From all parts.		From the United States.	
	English money.	United States currency.	English money.	United States currency.
Animals:				
Cattle	£6,836,134	$33,268,046.11	£4,797,017	$23,344,683.23
Sheep and lambs	510,183	2,482,805.57	173,441	844,050.62
Wheat	17,169,482	83,555,284.15	8,158,977	39,705,661.57
Wheat meal and flour	7,282,784	35,441,668.33	6,055,244	29,467,844.92
Barley	3,033,109	14,760,624.94	1,241,719	6,042,825.51
Oats	4,080,336	19,856,955.14	1,078,535	5,248,690.57
Maize or Indian corn	8,871,077	43,171,096.22	6,317,497	30,744,099.15
Bacon	8,791,829	42,785,435.82	5,461,963	26,580,642.93
Beef:				
Fresh	6,181,792	30,083,690.76	4,603,524	22,403,049.54
Salted	195,380	950,816.77	185,800	904,195.70
Hams	3,311,184	16,113,876.93	2,944,613	14,329,959.16
Pork, salted, not bacon or hams	232,335	1,130,658.27	127,425	620,113.76
Butter	13,228,855	64,378,222.85	204,950	997,389.17
Cheese	5,087,744	24,759,506.17	1,389,573	6,762,357.00
Lard	2,324,623	11,312,777.82	2,164,987	10,535,909.23
Pig iron	419,734	2,042,635.51	155,534	756,906.21
Lead, pig and sheet	2,428,606	11,818,811.09	495,073	2,409,272.75
Cotton (raw)	22,587,063	109,919,942.08	15,640,070	76,112,400.65
Tallow and stearin	2,320,132	11,290,922.37	571,208	2,779,783.73
Timber:				
Hewn	4,773,580	23,230,627.07	653,180	3,178,700.47
Planed or dressed	13,596,830	66,168,973.19	2,072,211	10,084,414.83
Leather	6,480,241	31,536,092.82	2,219,712	10,802,228.44
Animals (horses)	1,127.221	5,485,620.99	815,113	3,966,747.41
Petroleum	4,068,961	19,801,598.70	2,651,087	12,901,514.88

LANCASHIRE ENGINEERING AND IRON TRADES.

The position throughout the general engineering trade of this district continues somewhat the same as last year, firms for the most part being fairly well engaged upon orders in hand, but very little new work being booked. In one or two special branches, however, activity is being fully maintained. There is a large amount of work in the locomotive building trade, which affords every prospect of exceptional pressure well over into next year. The electrical engineering trades are also in much the same position, with work for a considerable time ahead.

Although no really appreciable improvement can yet be reported in the iron trade, since the recent inactivity and hesitation, there is rather more inquiry here and there. Consumers, who for some time past have been buying only from hand to mouth, are very short of supplies, and in isolated cases show a disposition to purchase rather more freely; but business generally is still limited to very small quantities, and to secure these, prices have to be cut to some extent.

MANCHESTER SHIP CANAL.

There has been a steady, though rather small, increase in the amount of traffic passing over the canal since 1894. The last half year (January 1 to June 30, 1900) shows 1,487,841 tons, whereas the whole of the year 1894 was only 925,659 tons.

July, August, and September, 1900, show an increase over the corresponding quarter last year, so that it is expected the present year will show a fair gain.

Much of this traffic is coastwise. The seagoing business is slow and disappointing, owing to the fact that the largest vessels can not traverse the canal, and to the bitter competition.

In evidence of this, of the total exports declared at this consulate yearly (worth from $10,000,000 to $12,000,000) not one pound is sent direct by the canal.

I give below a table showing the total number of vessels and their registered tonnage which have entered the canal up to September 30 during the present year, and in the corresponding period of 1899:

Month.	1899.		1900.	
	Number.	Net registered tons.	Number.	Net registered tons.
January	173	108,777	194	105,475
February	162	95,176	190	102,244
March	183	90,898	229	116,329
April	164	78,252	209	123,547
May	171	94,077	210	86,128
June	206	118,796	192	100,596
July	184	109,563	219	118,705
August	195	115,135	195	119,708
September	166	89,637	180	90,858
Total	1,604	900,311	1,818	963,590

WILLIAM F. GRINNELL, *Consul.*

MANCHESTER, *October 30, 1900.*

MANCHESTER EXPORTS IN 1900.

Consul Grinnell transmits, February 13, 1901, a classified table of declared exports to the United States, including Porto Rico and Honolulu, for the calendar year 1900, expressed in United States currency; also detailed lists of the merchandise exported to Porto Rico and Honolulu.

The total shipments for 1900 were as follows:

To the United States	$10,343,306.64
To Porto Rico	139,695.39
To Honolulu	6,962.98
Total	10,489,965.01

Statement showing the value of declared exports from the consular district of Manchester to the United States, including Porto Rico and Honolulu, during 1900.

Buttons	$892.55
Card clothing	119,278.42
Carpets and rugs	106,614.38
Cattle hair and other hair	57,853.63
Colors, dyestuffs, and chemicals	544,790.96
Cotton (Egyptian)	78,295.16
Cotton and worsted and worsted stuffs	172,660.21
Cotton piece goods	1,569,094.78
Cotton velvets, fustians, etc	2,030,253.45
Cotton yarn and thread	1,593,287.03
Curtains, laces, etc	568,793.61
Damasks, etc	29,463.56
Earthenware, chinaware, etc	23,842.38
Elastic web, cord, india rubber, etc	68,215.30
Felt hats, straw hats, etc	15,529.03
Furniture	1,709.44
Fur, skins, etc	28,459.98
Handkerchiefs	68,803.00
Hide cuttings	110,105.71
Hosiery	80,045.46
Iron, steel, etc	72,718.45
Leather and hides	189,454.14
Linens	65,963.40
Machinery	1,919,785.04
Mahogany logs, oak logs, etc	45,015.36
Miscellaneous	36,991.07
Paper, paper hangings, etc	110,477.31
Provisions	2,334.91
Quilts	48,951.53
Rags, paper stock, etc	289,400.56
Shawls, etc	26,690.00
Silk and silk-and-cotton piece goods	56,683.56
Silk noils and waste	17,698.05
Silk yarn	136,437.31
Tape, braid, etc	90,666.96
Towels	19,949.45
Waterproof garments and cloth	6,774.05
Wool felt, blanketing, lapping, etc	61,595.42
Wool and wool noils	4,152.77
Worsted yarn	39.78
Yarn (other)	20,197.85
Total, 1900	10,489,965.01
Same period, 1899	9,607,667.95

Statement showing the value of declared exports from the consular district of Manchester to Honolulu during the calendar year 1900.

Cotton and worsted and worsted stuffs	$752.58
Cotton piece goods	926.80
Cotton yarn and thread (sewing cotton)	4,164.73
Elastic web, cord, india rubber, etc	41.61
Felt hats, straw hats, etc	146.26
Hosiery	30.66
Iron, steel, etc	345.80
Miscellaneous	367.60
Tape, braid, etc	186.94
Total	6,962.98

Statement showing the value of declared exports from the consular district of Manchester to Porto Rico during the calendar year 1900.

Carpets and rugs	$512.42
Colors, dyestuffs, and chemicals	1,671.58
Cotton and worsted and worsted stuffs	18,420.31
Cotton piece goods	63,927.20
Cotton velvets, fustians, etc	98.24
Cotton yarn and thread	229.04
Curtains, laces, etc	8,667.16
Earthenware, chinaware, etc	128.27
Felt hats, straw hats, etc	873.31
Handkerchiefs	5,339.01
Hosiery	262.59
Iron, steel, etc	6,058.20
Leather and hides	167.26
Linens	30,945.69
Miscellaneous	32.93
Provisions	605.18
Quilts	87.19
Shawls, etc	573.88
Silk and silk-and-cotton piece goods	106.92
Tape, braid, etc	77.34
Towels	533.82
Waterproof garments and cloth	6.54
Wood measures	2.88
Wool felt, blanketing, lapping, etc	19.16
Yarn (linen)	349.27
Total	139,695.39

NEWCASTLE-UPON-TYNE.

AMERICAN TRADE WITH THE NORTH OF ENGLAND.

American manufactured goods of every description are sold in this district.

Messrs. Thomas Wilson, Sons & Co.'s steamers run with general cargo about every three weeks, between New York and Newcastle. Liverpool, London, Hull and Glasgow are, however, the principal ports of arrival from the United States.

There is a good demand for American made boots and shoes, and this trade could be increased if the local requirements were considered. A good sale could be found for wax calf goloshed boots, with kid leg, both lace and button; Oxford shoes of the same material (wax calf) and brown of all kinds. Medium and better class goods find favor when "welted." The sale, of course, would depend mainly upon their style, shape, and durability; the latter, in better-class goods, is essential. Makers complain that the soles of American boots and shoes are rather soft and porous. Boots and shoes used in this locality are imported from America and Austria (Vienna).

I think there would be a very fair market for American gas and oil engines; these are extensively used here in nearly every branch of business.

American printers' type and supplies are well known in this district, and I think their sale could be extended.

There is always a steady sale for house and office furniture, builders' supplies, including roofing slates, doors, window sashes, hair for plasterers' use, mechanics' tools, etc.

Paper for news printing is in good demand.

A powerful syndicate or combine of wall-paper manufacturers and dealers has been formed in this country, and for the present has destroyed the chance of American wall papers being introduced here.

This being the center of the great northern coalfields, there is, of course, no opening for American coal. It is interesting to note, however, that the large steamer *Hatasu* arrived in the Tyne on August 29th last, from Philadelphia, for bunkers, on her way to St. Petersburg, to which port she was carrying 4,900 tons of American coal. It is not often that a coal-laden ship comes to the Tyne for bunkers, and this is probably the first instance of American coal appearing in the port of Tyne.

A very important trade in butter is in existence between Denmark and the Tyne, and has been largely increased in late years. I do not think the freight charges on a ton of butter from Copenhagen, or from New York to the Tyne, have very much to do with this question. Exporters of American butter should inquire into this. During the year 1899, 26,774 tons of butter were imported into the Tyne from Denmark.

SHIPBUILDING.

On the Tyne, the increased facilities of the leading firms for building ships of very large tonnage, and the activity in preparing vessels for launching during the final months of 1899, enabled a total tonnage slightly in excess of the heavy output of last year to be reported. There were turned out by the fifteen firms now in operation on Tyneside 307,768 tons of shipping, which is just about 500 tons more than in the previous year. The record on the Tyne was gained by Sir W. G. Armstrong, Whitworth & Co., Limited, whose production of 57,543 tons, of which the greater proportion consisted of costly and highly finished war vessels (including the United States cruiser *Albany* of 3,450 tons), constitutes a performance of which even the resourceful Elswick establishment has reason to be proud. This powerful company has recently declared a dividend of 20 per cent—the same as last year. Next in order of production comes the Palmer's Shipbuilding and Iron Company, Limited, which built and engined 7 vessels with an aggregate tonnage of 42,683 tons. This company was practically in a state of bankruptcy five or six years ago, but owing to new management has lately been enabled to pay, after making considerable extensions to its works, the satisfactory dividend of 8 per cent on the ordinary shares. Following closely behind, come Messrs. C. S. Swan & Hunter, with 42,522 tons. Then follow the other twelve Tyne shipbuilding firms, with good outputs.

From January 1 to August 31, 1900, 77 vessels have been launched, of an estimated tonnage of 112,493 tons, which shows, however, a decrease compared with last year's output.

According to Lloyd's Register returns, 228,000 tons of shipping were building on the Tyne at the end of September.

On September 30, there were 452 merchant vessels of 1,204,000 tons on the stocks in all the British shipyards combined.

The launching and even lengthening of steamers is now so common an occurrence that it has ceased to inspire much interest outside the ranks of those immediately concerned in the shipbuilding and engineering trades. It was decided sometime ago to lengthen the ice-breaker *Ermack* and to alter the form of the bow. This entailed cutting off the existing bow and building a new one to take its place. The first stage of the operation has been practically completed, and the *Ermack* has at present as much of the original material cut away as is possible without putting the vessel in dry dock. The second step in the programme, that of launching the new bow, which is to take the place of the old one, was successfully carried out on September 12. The form of the structure is such that, without extraneous buoyancy, there would be an absence of sufficient stability to maintain an upright position, and to obviate this, a large steel pontoon was built and securely riveted to the sides of the bow. Ballast was carefully placed so as to prevent any tendency of the bow to tip during the launching, and special precautions in the way of shoring and timbering were carried out. The curious looking structure went into the water without the slightest difficulty, and floated within an inch of the calculated draft. The length of the new bow is 75 feet and the launching weight was nearly 500 tons.

The lengthening of the Italian passenger steamer *Savona*, by the Wallsend Slipway and Engineering Company, is another remarkable feat. They have cut her in two, added 70 feet to her length, stripped her practically from stem to stern, built new decks, and have remade her after end to inclose the shafting of her twin screws, which formerly were bracketed to the stern frame. The mere lengthening of the vessel by 70 feet is not very extraordinary, but the necessity of strengthening the structure for nearly the whole length of the gunwale decks and bilges made the task extremely difficult. On her trial, the vessel traveled with wonderful smoothness; her speed was 17 knots an hour, her engines making 92 revolutions in the minute, and her indicated horsepower being 7,000, with 180 pounds of steam pressure per square inch in the boilers. These two wonderful feats in steamship repairing, coming shortly after the building, launching, and joining together of a new forward half of the steamship *Milwaukee*, serve to make the Tyne noted as a ship hospital.

ENGINEERING.

Locomotive department.—English railway companies many years ago practically killed the British private building firms by starting their own locomotive building works. Nothing was left but foreign trade and such work as was required by collieries, ironworks, and contractors. The Scotch firms at Glasgow, by some means or other, got most of the foreign trade. But during the past eighteen months, the historic firm of Messrs. R. Stephenson & Co., Limited, has had extensive orders from the Great Northern and Midland Railways, and consequently, has been very fully employed. Messrs. R. and W. Hawthorn, Leslie & Co. have turned out a large number of locomotives of various sizes and designs for southwest Africa and the Gold Coast, in addition to home orders for collieries, ironworks, and light railways. This firm has also been kept exceedingly busy in the production of Belleville and other water-tube boilers for marine use. Messrs. Chapman & Furneaux have had full employment with a special trade in moderate sized locomotives for Sweden, South America, South Africa, West Africa, and Russia, of gauges ranging from 5 feet to 2 feet. At the North Eastern Railway Company's works, a large number of engines have been turned out. The principal features have been the mammoth passenger engines with ten wheels and outside cylinders, weighing about 105 tons, and a later class of heavy passenger engines, with four wheels coupled, and mammoth boilers, weighing about 100 tons. All these engines possess the most simple machinery and have large reserves of steam. They will be used on the modern main line corridor express trains.

Marine engineering.—Activity in shipbuilding necessarily entails corresponding activity in the sister industry of marine engineering. Most of the leading firms on the Tyne have been working overtime, and in many cases, with a double shift, owing to pressure of work, and in some measure, to the scarcity of labor since the reserves and militia have been called out for active service. The output of horsepower has been very large, even where the number of engines turned out has not increased; but that circumstance is readily explained by the rapid increase in the weight and power of marine engines, which has of late been very marked.

The returns for 1899 were:

	I. H. P.
Wallsend Slipway Company	67,600
North Eastern Marine Engineering Company	55,800
Palmer's Shipbuilding and Iron Company	43,300
Wigham, Richardson & Co	15,900
John Redhead	13,700
Rennoldson & Sons	7,814
G. T. Gray	5,420
R. Stephenson & Co	6,000
J. T. Eltringham & Co	3,130
Baird & Barnsley	1,620
Hepple & Co	1,350
Hedley & Boyd	555
Hawthorn, Leslie & Co	56,300
Total indicated horsepower	278,489

It is significant of the growing importance of the Tyne marine engineering industry, that the Wallsend Slipway Company, with its record of 67,600 I. H. P., has overtopped Messrs. Harland & Wolff, of Belfast, thus standing first on the list of British marine engineering firms for horsepower output.

THE COAL TRADE.

The increase in the price of coal is not, of course, due to the question of miners' wages, nor to the speculative theory of the rapid exhaustion of the coal resources of the United Kingdom, but is owing simply to the law of supply and demand. Trade all round is brisk. That of itself has created a demand unprecedented to the British home industries. The export trade has gone up by leaps and bounds, and it would be needless to deny that it has proved a vastly remunerative one for the coal companies here. In fact, a local company doing trade with the Baltic recently declared a dividend of 50 per cent.

The following is a table of coal and coke shipped (in tons of 2,240 pounds) from the Tyne during 1899, including coal for ships' use:

Coastwise	5,320,017	Denmark and Iceland	317,382
Germany	1,514,582	Austria, Turkey, and Greece	233,132
Belgium and Holland	518,698	Algeria, Egypt, and other African ports	239,774
France	843,379	United States of America	341,623
Russia	1,012,607	Canada	65,362
Italy and Malta	1,624,599	South America	260,512
Spain and Gibraltar	776,699	East Indies, China, and Japan	38,619
Portugal	196,760	West Indies	7,921
Norway	267,246	Australia	4,912
Sweden	395,273		

The coal and coke shipped from the Tyne during the eight months ending August 31, 1900, was 9,612,409 tons, showing an increase of 272,932 tons over the same period in 1899.

Hitherto Germany had been looked upon as the principal foreign consumer, of British coal, but that country has been outdistanced by France, which has bought largely during the present year, and will be a free buyer for months to come. The exportation of coal from the United States to Europe, which commenced recently, has not had any effect on prices, which at this date are, per ton of 2,240 pounds; gas coal, $4.38; bunker coal, $4.14; best house coal, $4.62; best steam coal, $4.38; steam smalls, $2.55; foundry coke, $6.69, and coke for export, $7.30.

As regards the Baltic and Mediterranean trade, as long as these high prices obtain, there is of course a market for American coal in European markets, but as soon as the prices fall, the question of freight comes in and under these conditions the door will probably be closed, at least with the present means of transportation.

The Tyne being one of the largest coal-shipping ports in the world, a comparison in the price of best coals, free on board, at various periods, may be of interest.

Year.	Per ton.	Year.	Per ton.	Year.	Per ton.
1700	$0.99	1872	$3.51	1890	$2.78
1800	1.88	1873	4.97	1896	1.74
1810 to 1825	8.04	1874	4.12	1899	2.55
1858	2.31	1875	3.20	1900	4.38
1855	2.68	1876	2.60		
1860	2.01	1887	1.72		

THE SHIPPING TRADE.

With the advent of the war in South Africa, causing a demand for tonnage, and with the uninterrupted period of prosperity in nearly all parts of the civilized world, a rise in freights was inevitable.

The following are the rates at this date from Tyne to—

London	$1.28	Venice	$3.19
Bilboa	1.34	Constantinople	2.55
Lisbon	2.07	Alexandria	3.04
Marseille	2.68	Swinemunde	1.40
Genoa	2.55	Cronstadt	1.40

American freights are quietly steady, with a moderate business doing on the basis of 88 cents berth terms from the northern range, and $13.38 on the net register from the Atlantic cotton ports.

At present, there is only one ship—a sailer—laid up in the Tyne, testifying to the good state of trade prevailing, old and new steamers and sailing ships being readily bought at enhanced prices when offered for sale.

HARBOR FACILITIES.

The work of rebuilding the north pier at the entrance to the river Tyne is progressing steadily.

At Hebburn-on-Tyne, Messrs. R. Stephenson & Co. are busy constructing what will be, when completed, the largest dry dock in the river, capable of receiving a vessel of any size, not excluding the leviathans of the Navy. The Tyne Pontoons and Dry Dock Company intend to still further enlarge the great graving dock in which the *Milwaukee* was lengthened, and probably will also construct a new dock. Either dock will be able to take in the very largest of Atlantic greyhounds, and with the ample depth of water in the Tyne and the facilities for quick and efficient repair work, there is nothing at all improbable in the idea of Atlantic lines resorting to the Tyne as their repairing port.

The formation of a new dry dock company in the river was announced in August—the Smith Dock Trust Company, Limited, with a capital of $500,000, with wide powers as to the acquisition or construction of dry docks or pontoons. It is also rumored that the great Elswick Company intends extending its shipyard still higher up the river, and possibly providing docking accommodation on its own account. From end to end of the deep waterway of the Tyne, therefore, the scene promises to be one of continued activity.

THE CATTLE TRADE.

A large cattle trade being in existence between the United States and Canada and this port, the prices at present ruling in the cattle market here for Irish, Scotch, and local stock will perhaps be useful:

	From—	To—
	Per stone.	*Per stone.*
Prime heifers	$1.88	$1.95
Prime steers	1.82	1.88
Second-class animals	1.58	1.70
Coarse and inferior	1.22	1.34
Porkers:		
Small	2.19	2.31
Medium	1.70	
Bacon	1.64	1.70
Large fat	1.22	1.34
Sheep:	*Per pound.*	*Per pound.*
Small	.16	
Large fat	.14	.15
Ewes	.11	.12
Tups	.10	.12
Lambs	.12	.17
Veal	.10	.18

TRAVEL FACILITIES.

Third-class railroad fares from Newcastle to other points are as folows: London, $5.51; Liverpool, $3.25; Manchester, $2.90; Hull, $2.54; Edinburgh, $2.52; Glasgow, $3.12.

First-class fare by steamer to Antwerp, $4.87; Rotterdam, $4.87; Hamburg, $7.30; Copenhagen, $9.73.

There is no passenger steamship line direct between Newcastle and New York. Passengers usually travel via Liverpool, Southampton, or Glasgow. Fares range from $27.98, third class; $34.07, second class, to $51 saloon and upward.

CITY IMPROVEMENTS.

Newcastle, noted for its great engineering works, has been backward in the matter of street railways, the old system of horse trams being still in use. New lines (the rails for which were purchased in Germany) are, however, now being laid, and the electrical system of tram cars will shortly be in operation.

The Northeastern Railway Company will presently commence the building of a new and mammoth railway station in addition to the existing central station. A connection by rail will be made between the two stations.

BLYTH.

Heavy clearances of coal continue to be made from this port. One week's shipment at the beginning of September, of 72,872 tons, shows an increase of 11,244 tons compared with the corresponding week of last year.

During the year 1899, 10,663 tons of steel steam shipping of 5,450 indicated horsepower were launched, showing an increase of more than 4,000 tons compared with 1898. The present year has seen considerable activity and there is every prospect of its continuance. In addition to shipbuilding orders, an important contract was placed with the Blyth Shipbuilding Company, Limited. This was for the complete repairs and overhaul of the full-rigged ship *Talus*, of Liverpool, which vessel was abandoned in the North Sea last winter and was blown onto the coast at Dunbar. After lying on her broadside on the rocks for a considerable time, she was successfully raised and floated by the Glasgow Salvage Association, and then taken to Leith and docked for examination and temporary repairs, and afterwards brought round to Blyth. The work was of a very extensive character, the port side of the vessel being practically renewed; the mainmast was taken out and repaired, and new topmasts and spars supplied. New standing and running rigging was also fitted throughout, and other extensive renewals made.

SEAHAM HARBOR.

The transfer of the Seaham and Sunderland passenger and mineral line of railway takes place to-day. The railway was sold to the new owners for $2,000,000. There are 6 miles of double railway, with sidings, sheds, coal depots, etc., covering one of the most important sections of the Durham coal fields.

The work of reconstructing the docks is proceeding with vigor, and when it is completed, there is no doubt that Seaham Harbor will be a competitor with Sunderland and Hartlepool.

CARLISLE.

The trade of Carlisle and of the county of Cumberland generally continues to be remarkably good, and up to the time of making this report, there are no symptoms of any backward movement. In the coal and iron trades, which have long been the staple trades of the county and upon which the towns of Workington, Whitehaven, and Maryport are almost entirely dependent, there is unusual briskness, and the wages of the workmen engaged were perhaps never higher than they have been during the present year. The phenomenally high prices which are now being obtained for coal have had a remarkable effect upon the fortunes of some Cumberland collieries, which had hitherto been carried on at almost no profit or abandoned. In more than one case, collieries which had been considered in an almost hopeless position have become really valuable. The revenues of the Whitehaven and Maryport harbors have been so large that it has not only been found possible to pay the interest on bonds in full, but to pay off arrears; and the Maryport Harbor commissioners are now able to show a clean sheet in that respect.

Harbor improvements—A new deep dock for Workington.—In the report of last year, it was stated that the ironmasters of Cumberland felt that if they were to compete successfully with those of other districts, it was almost essential that new deep-water docks should be constructed somewhere on the coast near the iron works, so that steamers of the largest size might enter the ports. It was mentioned, also, that a syndicate had made application to Parliament for an act to enable it to acquire the existing harbor and docks of Maryport, with the view of constructing a new deep-water dock; but the application failed because the House of Lords committee considered that the amount proposed to be given to certain classes of bondholders in exchange for their bonds was inadequate. The scheme was revived this year; better terms were offered to the bondholders, but as the result of a vote of the latter, the promoters of the scheme abandoned it on the ground that there was not a sufficient preponderance of bondholders in its favor. Meanwhile, an application had been made to Parliament for power to acquire the harbor of Workington and the Lonsdale dock from the Earl of Lonsdale, with the intention of constructing a new deep-water dock there. The estimated cost of the scheme was very considerable, but the people of Workington were so convinced of the importance of improved dock accommodation that the town council proposed to invest $750,000 in the undertaking. An overwhelming body of evidence in favor of the scheme was placed before a select committee of the House of Lords, and while the scheme was generally approved, the committee, apparently impressed with the idea that the town council should not be permitted to risk so much of the ratepayer's money in the venture, decided that the contribution of the town should not exceed $250,000. On those terms, the bill was ultimately passed. There is, therefore, now little doubt that a commencement will be made in the construction of a deep dock at Workington. It may be noted that the harbor accommodation at both Whitehaven and Harrington is now being considerably improved.

New public works.—A number of other public works are in progress in Cumberland. The city of Carlisle, which has until now been dependent for its water supply upon the River Eden (which, before it reaches Carlisle, receives the sewerage of numerous villages), is going for a purer supply to the River Gelt, a few miles to the eastward. The waterworks, which will probably cost about $1,250,000, are now in course of construction. Workington and Cockermouth are obtaining an additional water supply from Grummock, and Whitehaven is obtaining another million gallons daily from Ennerdale Lake. Schemes are also on foot for the construction of extensive waterworks to supply rural districts to the northward of Maryport and the southward of Whitehaven. At Millom, in the extreme southwest of the county, a great sea wall is being erected, at a cost of probably $2,500,000, for the purpose of preserving the rich hematite iron-ore beds from the encroachments of the sea.

Electric lighting and electric tramways.—In the course of last year, the town council of Carlisle completed works for the supply of electricity for lighting purposes. This year, another advance has been made. Electric tramways, on the overhead-trolley system, have been constructed by a limited liability company, the electric energy for the purpose being supplied from the works of the Carlisle corporation. For two or three years, the Whitehaven town council have lighted their streets by electricity and supplied the light to private consumers. It is probable that ere long, electrical energy will be used in the county on a considerable scale for traction purposes. There are schemes now afoot for the formation of electric tramways to connect the towns of Whitehaven, Workington, Maryport, Allonby, and Silloth, and various large villages in the neighborhood of the two places first named.

The condition of the working classes.—Taken as a whole, the working classes of Cumberland have never been better off than they are now. Not only is employment abundant and the rate of wages at a high level, but most of the necessaries of life are cheap. The workmen's compensation act, which has now been in full operation for upward of two years, is working well in this county. There is, in Cumberland, comparatively little litigation. The joint committee of masters and workmen in the coal trade continues its operations, with the result that a great majority of the claims are settled out of court. It was stated during the discussion of the workmen's compensation bill in Parliament, that it was to be considered mainly as an experiment, and that if it worked satisfactorily, it would be extended to other occupations than those which were then within its scope. Already this has been done. By an act passed last session, agricultural laborers—here, as elsewhere, important members of the community—are to receive compensation in case of injury, fatal or otherwise. While the condition of the working classes generally has much improved during the last twenty years, in no class has the improvement been more marked than in the case of those who work upon the land. This has been especially the case in Cumberland. Whenever the coal and iron trades are brisk, young men can find well-paid work, with comparatively short hours, in the mines or iron works at Workington and Whitehaven, and there is a natural tendency of youths to drift there from the surrounding rural districts. Girls also show a constantly increasing tendency to gravitate to the towns to find employment as dressmakers, milliners, or in similar occupations. The natural result is that in good times, youths are reluctant to become farm servants, and young women who are prepared to do farm work of any kind are increasingly difficult to obtain. Those who are willing to remain on the land and help the farmer can now not only command good wages, but they are in a position to insist upon being well fed, and their holidays, or half holidays, are more numerous than they were a quarter of a century ago. The farmers feel that good farm servants are invaluable, and are willing to make any concessions to make their somewhat hard life more tolerable than it was formerly.

The cooperative movement.—The cooperative movement has taken deep root in Cumberland. In Carlisle, Workington, Maryport, Cleator Moor, Egremont, Keswick, and many large villages, there are flourishing cooperative stores with a very large annual turnover. The working classes have a large amount of capital invested in these stores. As a rule, the members receive a dividend upon their purchases of from 10 to 15 per cent, and in addition, they have 4 or 5 per cent upon their invested capital. The stores are generally managed by committees of workingmen, who devote much spare time to the concerns; and so far, the failure of a cooperative society has been of very rare occurrence in Cumberland. It should, however, be stated that less success has attended the efforts of those cooperative organizations which have embarked upon production as well as distribution. Flour mills in connection with stores have often involved a loss or an infinitesimal profit, while the experience of those cooperative societies that have embarked upon farming has not been encouraging. There is a general consensus of opinion among those who know anything of the working classes, that the establishment of cooperative societies has been very beneficial. It has promoted habits of economy and forethought. There has, however, been the drawback that the spread of the movement has almost extinguished the class of respectable well-to-do shopkeepers which were at one time to be found in every small town or large village.

So far as can be ascertained, the farmers of Cumberland are at present in a fairly prosperous condition. During the year, there have been very few failures among them. Where any of them have found their way into the bankruptcy court, they have either been farmers on a very small scale or they have carried on farming together with other occupations. The mills of Carlisle which are engaged in the manufacture of textile fabrics have been kept busy during the past year, but just at present, there are apprehensions that the trouble in China may lead to some decrease in the demands for certain classes of manufactured goods. The building trades are perhaps not so busy as they were a year ago. Fewer new houses are being erected in Carlisle, but in Workington, the demand for new houses continues. The population there during the last decade has rapidly increased, and the increase still goes on. There have been few trade disputes during the year, and where these have risen out of demands for increased wages, some increase has generally been conceded. As one result of the South African war, a considerable number of miners and others are now serving in the militia, and this fact may have tended to keep up the rate of wages; but it is believed that when the war terminates and the militia is disembodied, there will be no difficulty in employment being found for all.

SUNDERLAND.

Trade generally in this district has continued to be prosperous during the past year.

The total imports of timber for last year (1899) exceeded the previous year by 12,926 loads, the principal increases being pitch pine and American goods, 9,500 loads; sleepers, 2,900 loads; crops, 6,500 loads;

while deals, oak, and fir timber show a slight falling off. Prices, which opened about the same as the previous year, gradually increased until shippers could ask practically their own prices for autumn shipments. The demand for mining timber and props was very keen, and the prices advanced fully 25 per cent.

The total imports for 1899 were: Timber, 91,830 loads; props, 587,670 dozen; iron, 8,801 tons; ores, 87,006 tons; chalk, loam, etc., 46,088 tons; grain, 122,542 quarters; flour, 181 tons; Esparto grass, 17,680 tons; hay, 103 tons; tar, 1,808 casks, and petroleum in bulk, 11,198 tons.

The exports for 1899 were: Bottles and glass, 5,920 tons; earthenware, 10 crates; lime, 12,842 tons; iron, 13,558 tons; chemicals, 42 tons; patent fuel, 30,899 tons; cement, 3,651 tons.

During the year ended December 31, 1899, 5,916 vessels, registering 2,720,869 tons, cleared from the port of Sunderland. The tonnage rates of these vessels amounted to $144,000.

In the year 1898, the number of vessels was 6,047, registering 2,803,244 tons, and the tonnage rates received were $148,000.

The trade of 1899 shows a decrease of 131 vessels, and a decrease in tonnage of 82,375 registered tons from that of 1898, being 2.9 per cent.

The decrease of coasting trade is 8,332 register tons, or 0.57 per cent; the decrease of European trade is 22,056 register tons, or 2.1 per cent; the decrease of beyond Europe trade is 51,987 register tons, or 16.9 per cent.

The average payment per ton register is 4½ cents. Of the 5,916 vessels which cleared from the port during the year ended December 31, 1899, 2,934 vessels, registering 1,633,805 tons, cleared from the South Dock, the tonnage rates of which vessels amounted to $105,100. In the year 1898, the number of vessels was 3,058, registering 1,676,722 tons, and the tonnage rates received were $108,695.

The quantity of coal, coke, etc., shipped in the port in 1899 was: From the river Wear, 1,917,906 tons; from the North Dock, 5,515 tons; South Dock, 2,417,629; total, 4,341,050 tons.

This is compared with a total shipment for 1898 of 4,502,755 tons.

The shipbuilding output on the Wear last year again showed an increase in the total tonnage compared with the previous year, while in 1898 the total reached 85 vessels, with a tonnage of 267,970. The total build last year was 75 vessels, with a tonnage of 268,508, an increase of close to 6,000 tons.

The return of steamers constructed by the several firms was as follows:

Builder.	Number of vessels.	Tonnage.
Messrs. J. L. Thompson & Sons	9	36,013
Sir James Laing	7	34,384
Messrs. Short Brothers	8	30,060
Messrs. W. Doxford & Sons	7	29,543
The Sunderland Shipbuilding Co	5	26,163
Messrs. J. Priestman & Co	4	20,240
Messrs. J. Blumer & Co	6	18,005
Messrs. R. Thompson & Sons	7	17,651
Messrs. W. Pickersfill & Sons	6	17,187
Messrs. Bartram & Sons	4	14,589
Messrs. S. P. Austin & Son	6	11,368
Messrs. Osbourne Graham & Co	3	9,489
Strand Slipway Co	3	3,876
Total	75	268,506

The premier position occupied by Messrs. J. L. Thompson & Sons was for nine boats, all for the Atlantic and eastern trades. This firm has at present four boats building for American firms. The next on the list, Sir James Laing & Sons, built, among other steamers, the *Runo*, for the Neptune Steam Navigation Company. This vessel is a sister ship to the *Ohio*, is of 6,000 tons carrying capacity, and is intended for their Neptune Line, running weekly between Baltimore and Rotterdam, managed by Messrs. W. & T. W. Pinkney, Sunderland. Messrs. Short Brothers built a number of large boats, some of which are trading with American ports. Messrs. W. Doxford & Sons continue to construct the turret type of steamers, which are increasingly popular. Electricity has been considerably used in many of the boats.

The marine-engineering trade of the Wear was increasingly brisk. While in 1898–99, vessels with an indicated horsepower of 106,476 were engined, the output last year was 86 vessels, with an aggregate indicated horsepower of 133,119. The following is a summary of the vessels engined:

Builder.	Number of vessels.	Lloyds, N. H. P.	I. H. P.
Messrs. George Clark, Limited	24	7,281	42,810
Messrs. John Dickinson & Sons, Limited	16	4,832	29,004
North Eastern Marine Engineering Co., Limited	20	....	21,575
Messrs. W. Doxford & Sons	7	....	20,870
Messrs. W. Allan & Co., Limited	8	2,490	12,900
Messrs. Maccoll & Pollock	11	....	3,960
Total	86	14,603	133,119

The River Wear Commission has at present two important improvements in hand. The first is the reconstruction of the No. 1 gateway of the Hudson North Dock, and the other is the enlargement of the Hudson North Dock itself. The gateway will be made 70 feet wide and enlarged toward the mouth of the basin to a width of 104 feet. The idea of the enlargement at the mouth of the basin is to facilitate the maneuvering of vessels into the entrance. This is the first gateway to be constructed on this principle. The depth of water over the sill will be 30 feet. This work is to be completed before the end of 1901, and will cost about $725,000. The dock enlargement will give an added surface of water of about 10½ acres. The work is at present being carried out by Sir John Jackson, contractor, Westminster, and the commissioners' workmen.

Shipowners and the steam shipping companies had a good year, freights rating high.

The Nautilus Steam Shipping Company, Messrs. F. & W. Ritson, managers, had four steamers engaged in the American trade. These vessels have all been engaged this year in carrying lumber across the Pacific. They have also taken two cargoes of rails and cotton from the Atlantic side. The steamship *Almond Branch* sailed from Baltimore and New Orleans with rails for the Siberian railway and Vladivostock, and cotton for Yokohama. The vessel is in the running and time charter for the United States Govenment from the Pacific coast to the Philippines, carrying stores. The *Elm Branch* ran for a year carrying lumber from Portland, Oreg., and Puget Sound to East Asiatic ports. The *Oak Branch* has also been engaged in the same trade, and is now in passage from San Francisco for Shanghai. The *Willow Branch* has been engaged between New Orleans and Galveston and European ports, carrying general cargo.

The Westoll firm, the largest in the port, has 38 steamers, engaged particularly in the Mediterranean and the Black Sea trade.

While the largest steamers carrying grain come to the Tyne, it is thought that with the extra facilities at the docks, Sunderland may look forward to a direct line from America to the Wear.

California wheat comes to this port for Messrs. E. C. Robson & Sons, and wheat cargoes are also brought for Messrs. Richardson, Wearmouth Mills.

Messrs. Armstrong, Addison & Co., preserved-timber merchants, North Bridge street, Sunderland, have at present a boat, the steam ship *Mobina*, discharging in the Tyne at Jarrow, with about 6,000 loads of pitch pine, telegraph poles, and square timber from Sabine Pass. The poles are for the telephone companies, particularly imported on account of their length, which varies from 50 to 80 or 90 feet.

At present, Sir James Laing & Co. have orders for two new steamers for American firms, and Messrs. J. L. Thompson & Sons have orders for four new boats.

WEST HARTLEPOOL.

Shipbuilding again shows a considerable advance in the tonnage launched, the figures being 139,600 tons during 1899, against 119,040 in 1898. The vessels were all steamers, built of steel, with triple or quadruple expansion engines. There has been no new departure in the construction of ships or engines during the year. The shipyards are well employed, and have orders on hand to carry them well into next year. Prices are considerably higher than last year, and average about $50 per ton of dead weight carrying capacity on vessels of 5,000 to 6,000 tons, ordinary cargo steamers.

Shipowners have had a prosperous time, to which the war in South Africa has greatly contributed. Much tonnage has been required for transport, thus making it scarce in other markets, and consequently raising the freights.

The following tables give the imports and exports and the number and tonnage of vessels arriving at and leaving the port in 1899 and also up to June 30 of the present year. Five thousand eight hundred and fifty-two vessels (steamers and sailers), of 1,266,900 tons, arrived at the port in 1899, against 6,272 in 1898, of 1,473,785 tons.

IMPORTS.

	Timber.	Grain.	General goods.	Iron ore.
	Loads.	*Quarters.*	*Tons.*	*Tons.*
1899	409,363	18,280	50,552	219,415
1898	388,536	19,367	52,415	230,586

EXPORTS.

	Coals and coke.	Merchandise.
	Tons.	*Tons.*
1899	1,247,512	88,795
1898	1,273,109	88,706

From January 1 to June 30, 1900, 2,490 vessels (steamers and sailers), of 589,093 tons, arrived, against 2,541 to June 30, 1899, of 607,813 tons.

IMPORTS.

June 30—	Timber.	Grain.	General goods.	Iron ore.
	Loads.	*Quarters.*	*Tons.*	*Tons.*
1900	136,986	16,108	23,982	93,905
1899	110,995	11,525	26,191	119,896

EXPORTS.

June 30—	Coals and coke.	Merchandise.
	Tons.	*Tons.*
1900	555,784	46,391
1899	614,600	41,869

The production of salt during 1899 was 20,000 tons; of cement, 63,000 tons; of pig iron, 120,000 tons, and of steel and iron plates, 240,000 tons. The quantity of fish landed was 3,221 tons.

The trade conditions have been most favorable, and no serious labor troubles having occurred during the year, great prosperity reigns. The industrial classes have earned good wages, thus increasing their spending power not only for the ordinary necessities of life, but also for the luxuries. High wages, however, are not without their evil, as production is limited thereby, and men do not work so steadily as when wages are lower.

The outlook for good employment is bright for some time to come.

H. Nixon,
Vice and Deputy Consul.

Newcastle-on-Tyne, *October 6, 1900.*

Declared exports from the consular district of Newcastle-upon-Tyne (including the consular agencies of Carlisle, West Hartlepool, and Sunderland), years ended June 30:

1897–98	$789,282
1898–99	707,027
1899–1900	1,225,298

Miscellaneous goods imported from the United States into the river Tyne from January 1 to December 31, 1899.

Box and bale goods	packages	2
Soap	tons	3
Chemicals (unenumerated)	tons	146
Earthenware, china, and porcelain	cases	35
Glucose	tons	334
Molasses	do	5
Tobacco, cigars, and snuff	cwt	237
Cotton, linen, and wool goods	tons	538
Drysalters' stores	tons	34
Apples and pears	do	10
Glass	do	1
Maize	quarters	145,596
Oats	do	21,504
Pease	do	1,562
Wheat	do	251,050
Cotton and linseed cake	tons	1,125
Cotton and linseed meal	do	1,111
Flour and meal	do	5,144
Castings	do	1
Machinery	do	232
Forgings	do	257
Pig iron	do	233
Scrap iron	do	185
Litharge and colors	do	55
Leather, hides, and skins	do	1
Cows and oxen	head	1,031
Guano and manure	tons	8
Phosphates	do	8,537
Antimony ore	do	14
Copper	do	158
Coal	do	20
Roofing slates	do	2,103
Oils, mineral	do	15,244
Other oils	do	10
Paper	do	60
Pianos and organs	number	8
Bacon and pork	tons	403
Beef	do	241
Cheese	do	139
Lard	do	802
Pressed meats	do	368
Sundry goods	do	654
Steel castings	do	10
Steel forgings	do	35
Corks and cork wood	do	4
Resin	do	2,353
Deals, battens, and boards	loads	8,748
Laths and lathwood	loads	3
Staves and headings	do	18
Square and other timber	do	15,307
Cases, casks, etc	number	500
Furniture	packages	5
Other wood goods	tons	1,079
Wood pulp	do	54

Miscellaneous goods imported from the United States into the river Tyne from January 1 to June 30, 1900.

Box and bale goods	packages	6
Soap	tons	24
Glucose	do	224
Tobacco, cigars, etc	cwt	2
Drysaltery	tons	17
Glass	cwt	10
Maize	quarters	47,796
Oats	do	2,903
Pease	do	5,098
Wheat	do	114,909
Cotton and linseed cake	tons	944
Cotton and linseed meal	do	300
Flour and meal	do	2,362
Hair	do	7
Machinery	do	119
Forgings, etc	do	216
Lead colors	do	35
Pig lead	do	338
Leather, etc	cwt	3
Cows and oxen	number	178
Phosphates	tons	7,012
Copper, etc	do	28
Zinc and zinc ore	do	12
Slates	do	753
Mineral oil	do	10,578
Other oils	do	4
Turpentine	do	16
Paper	do	89
Pianos and organs	number	6
Bacon and pork	tons	300
Beef	do	52
Butter	cwt	3
Cheese	tons	65
Lard	do	451
Preserved meats	do	240
Sundries	do	316
Steel castings	do	27
Steel forgings	do	22
Tallow, etc	do	5
Resin	do	1,395
Deals, battens, and boards	loads	2,073
Mahogany	tons	20
Other timber	loads	10,481
Furniture	packages	43
Joinery, etc	tons	403

NOTTINGHAM.

The following exhibit shows in detail the exports from this district (Nottinghamshire, Leicestershire, and Derbyshire) to the United States for the fiscal year ended September 30, 1900:

Consular agency at Nottingham.

Braids	$23,610.68
Bricks, clinker	2,696.11
Buttons	550.24
Cement (Keene's)	7,206.26
Coatings	33,413.21
Cotton goods	110,164.66
Coal (cannel)	11,068.53
Cloths (fancy)	31,039.81
Elastic webbing	2,524.10
Galloons	5,397.68
Gloves	8,489.31
Glue	33,219.99
Grease	1,864.52
Gripe water	501.96
Haberdashery	9,113.39
Handkerchiefs	27,868.95
Hosiery	258,206.81
Jacquard cards	6,640.33
Lace	4,140,051.18
Leather	25,612.95
Linen	129,881.19
Machinery	137,857.88
Muslin	$18,354.17
Parchment	135.52
Printed matter	976.97
Ribbons	23,786.65
Seeds	3,275.24
Silk	171,103.51
Salted sheepskins	143,341.22
Sod oil	7,176.23
Tapes	6,620.43
Velvets	2,863.30
Veilings	6,843.77
White goods	36,751.75
Wool shawls	668.22
Wool falls	2,791.97
Weaving yarn (wool and cotton mixed)	273.14
Miscellaneous	13,680.33
Cases, carriage, packing, etc., not separately included in above	84,517.11
Total	5,530,139.27

Consular agency at Leicester.

Boot laces	$3,075.57
Button loops	383.65
Braids	136.34
Carriage (4 wheels)	1,259.56
Cotton yarn	595.96
Clock	76.64
Dye	1,800.74
Elastic	131,545.69
Emery caps	140.88
Gloves	53,736.12
Hosiery	27,757.54
Lace material, white	63.96
Leather	3,708.22
Loops	233.35
Machinery	15,164.04
Needles	$424.23
Photographic apparatus	1,637.38
Prussia binding	62.58
Salts creosote	1,459.95
Sateen	46.83
Silk, sewing	469.37
Woolen underwear	5,309.22
Wool and cotton underwear	1,657.30
Miscellaneous	1,344.10
Cases, carriage, etc., not separately included in above	2,943.82
Total	255,033.04

Consular agency at Derby.

Cotton goods	$5,847.14
Colors	63,046.32
China	9,235.72
Crucible clay	335.56
Dog (Airedale terrier)	158.72
Elastic web	234.96
Indian red	5,538.23
Mortar mills	486.65
Oxide of iron	5,438.41
Polishing powder	12,682.71
Red oxide	677.64
Rouge	141.28
Salted sheepskins	890,718.36
Scientific instruments	$176.20
Strong bright red	4,224.34
Tuscan red	3,116.02
Tapes	747.47
Venetian red	5,424.50
Miscellaneous	1,364.55
Total	2,009,594.78
Total for 1900	6,794,767.09
Total for 1899	5,847,709.85
Increase	947,057.24

For purposes of reference, the gross totals by quarters are compared with those of corresponding quarters for the preceding fiscal year:

NOTTINGHAM.

Quarter ending—	For fiscal year ended September 30—	
	1899.	1900.
December 31	$1,237,789.16	$1,391,965.38
March 31	1,295,127.30	1,882,552.88
June 30	1,047,766.60	1,048,052.03
September 30	1,129,889.88	1,207,568.98
Total	4,710,572.94	5,530,139.27
Net increase		819,566.33

DERBY.

Quarter ending—	1899.	1900.
December 31	$244,500.24	$331,312.02
March 31	203,896.81	317,388.56
June 30	291,063.83	170,331.57
September 30	178,472.77	190,562.63
Total	917,933.65	1,009,594.78
Net increase		91,661.13

LEICESTER.

Quarter ending—	1899.	1900.
December 31	$61,514.06	$70,391.63
March 31	35,943.34	57,347.99
June 30	51,154.36	50,609.87
September 30	70,591.50	76,683.55
Total	219,203.26	255,033.04
Net increase		35,829.78

Total increase for district, $947,057.24.

Special interest attaches to the exports of lace and hosiery and machinery used in their production, and a comparative record for three years is given:

LACE.

	For fiscal year ended September 30—		
	1898.	1899.	1900.
December 31	$853,486.30	$1,005,776.31	$1,050,496.69
March 31	987,980.50	1,036,127.46	1,504,546.74
June 30	502,264.93	688,255.74	768,354.07
September 30	520,825.29	772,694.69	816,653.68
Total	2,864,557.02	3,502,854.20	4,140,051.18
Increase		638,297.18	637,196.98

HOSIERY.

	1898.	1899.	1900.
December 31	$14,199.71	$34,947.40	$19,617.12
March 31	109,149.80	96,885.99	75,819.14
June 30	33,829.20	41,811.30	51,434.64
September 30	119,947.59	101,510.95	111,335.91
Total	277,126.30	275,155.64	258,206.81
Decrease		1,960.66	16,948.83

MACHINERY.

	1898.	1899.	1900.
December 31	$47,228.86	$41,940.37	$28,584.58
March 31	54,142.90	22,215.46	39,826.56
June 30	72,695.48	49,542.44	43,011.22
September 30	51,404.83	33,024.23	41,599.56
Total	225,472.07	146,722.50	153,021.92
Decrease		78,749.57	
Increase			6,299.42

It will be noticed that the gradual decline in hosiery exports of late years is maintained, notwithstanding the impulse given to lace and other exports by "good times" in America. The explanation is found in the official report showing the construction or enlargement of 307 textile establishments in the United States during the first six months of this year, 49 of which were purely for making knit goods, hosiery, etc. Gradually and surely, the American manufacturer is claiming his home market. That he continues to import English machinery to supplement that of home manufacture, the above figures show, but it is only a question of a short time when this item also will disappear. The increase in lace exportations against the continued exportation of lace machinery and the institution of new and the enlargement of old factories in the United States, simply illustrates the vigorous and increased demand for these goods by a prosperous people. With no political change to disturb business conditions, manufacturers here expect a still greater demand the coming season. In fact, the outlook has not been so encouraging for years. Many buyers are already here and numerous orders have been placed. Some of this increased demand can truthfully be credited to the earnest efforts of Nottingham manufacturers to improve the artistic character and quality of their goods—efforts which appear to be appreciated on the other side.

TRADE COMBINATIONS—LACE DRESSERS AND DYERS.

Among the more important developments of the year have been attempts to form combinations or trusts in collateral trade lines. One of these attempts has been eminently successful—that of the Nottingham lace bleachers, dressers, dyers, and finishers. Development has been slow, and flotation of excess stock has not occurred, but the scheme is practically underwritten and assured, and only waits a favorable opportunity on the stock market to be completed. This trust involves all of the concerns of any importance in Nottingham, as follows:

W. J. & T. Lambert & Co., Talbot street.
G. &. W. N. Hicking, Queens Road Works and Station Street Works.
M. Jacoby & Co., Limited, Daybrook.
Thos. Adams & Co., Limited, Sherwood Hill Works.
George Pearson & Co., Southwark road and Arnold road, Basford.
W. Clarke & Son, Limited, St. Anns Hill road.
Dobson Brothers, Queens road and Traffic street.
Pratt, Hurst & Co., Limited, Wilford Road Works.
Baker & Richardson, Isabella street.
Lindley & Lindley, Limited, Bobbers Mill.
Hooton, Spray & Burgass, Colwick.
Wright's Finishing Company, Limited, Carlton road and Roden street.
Willis & Co., Dakeyne street.
John Hancock, Carrington street.
R. H. Swain, Island street.
Spencer & Stevens, Dakeyne street.
Vernon Road Bleaching Company, Limited, Vernon road.
Bulwell Bleaching Company, Bulwell.
David Walker, Dakeyne street.
C. Eden & Co., Roden street.
Stokes & Sewell, Wilford road.

While the capital is fixed at £1,000,000, the present issue is limited to £850,000. The total consideration paid by the trust for these businesses is £802,000, of which £93,258 is payable in fully paid 4½ per cent debenture stock, £74,886 in fully paid 5½ per cent preference shares, £81,421 in fully paid ordinary shares, and the balance in cash, leaving £48,000 of the present issue available for working capital. The total annual profits on the present basis are fixed by actuaries at £58,131 15s. 3d., sufficient to pay all dividend and interest charges and leave a balance of £28,131 15s. 3d. for ordinary shares, managing expenses, etc. Prior to this, a combination had been effected among the same concerns, establishing a minimum price, under money penalty, and the trust merely succeeds the combination, which had succeeded in increasing the profits of the business by stiffening prices a trifle and preventing ruinous undercutting. In response to inquiries, the managing director of one of the concerns absorbed says the following results are anticipated:

First. A considerable reduction in expenses of management.

Second. A considerable advantage to be derived from the fact that all the materials necessary to the bleaching and dyeing will be bought through one source, thus giving increased purchasing power, whereby it is expected more advantageous prices will be obtained; and, further, there will be no risk of bad debts by those supplying such materials, thus enabling them to do the business at a lower percentage of profit.

Third. A possible economy of expenditures under the head of foremen dyers, foremen dressers, dippers, etc., who now are receiving higher wages than such a class of labor is fairly entitled to, owing to the competition between the different firms to secure the most skilled labor in these different departments.

It is anticipated that if no advance in prices had taken place, these three sources alone would have been sufficient in themselves to have added considerably to the profit on the operations of the company.

FAILURE OF THE LACE CURTAIN TRUST—SMALL COMBINE EFFECTED.

A combination of the Nottingham and Scotch lace curtain manufacturers was proposed last spring. The movement originated with the Scotch concerns, comparatively few in number, and Mr. Scott Lings, the well-known company promoter, undertook the task. The original scheme was of a wholesale character and contemplated a practical trust, including all factories considered to be of any importance. In his confidential prospectus, Mr. Lings enumerated these factories, giving the number of machines operated, and the list, which follows, is valuable because it comprehends an expert's definition of the British industry:

Name and address.	No. of machines.
Thomas Adams & Co., Limited, Stoney street, Nottingham	11
John Aird & Co., Cross Roads Factory, Darvel, N. B	5
Anglo-Scotian Mills Co., Limited, Beeston, Notts	41
W. L. Armstead, Clyde Works, Radford, Notts	2
S. Armstead, Kensington Works, Ilkeston, Notts	11
Astle & Co., Player's Factory, Radford, Notts	3
J. W. Attenborough & Co., Player's Factory, Radford, Notts	1
T. I. Birkin & Co., New Basford, Notts	56
George Broadhead, Boulevard Works, Radford, Notts	4
Carey & Sons, Limited, Bulwell, Nottingham	84
Clelland, Campbell & Co., Fleming Street Lace Factory, Darvel, N. B	7
E. Cope & Co., Limited, Basford, Notts	24
H. J. Crich, Clyde Works, Radford, Notts	1
Cuckson, Haseldine & Manderfield, Stoney street, Nottingham	11
W. E. & F. Dobson, Queen's Road, Nottingham	34
E. Doughty & Co., Limited, Heskey street, Nottingham	40
The Draycott Lace Co., Draycott, near Derby	5
Ed. Elsey & Co., Russell street, Nottingham	80
John Fleming & Co., Bedford Mills, Kilmarnock, N. B	10
Forrest & Co., Stewarton, N. B	5
Gibbie & Co., Ossington Factory, Kilmarnock, N. B	5
Goldie, Steel & Co., Riverbank Factory, Newmilns, N. B	7
Goddall & White, Limited, 109 Brook street, Bridgeton, Glasgow	17
Guttridge & Granger, Victoria Mills, Draycott, near Derby	3
Haddow, Aird, Steel & Co., Brown street, Newmilns, N. B	9
A. R. Hartley, Clyde Works, Radford, Notts	4

Name and address.	No. of machines.
Henderson, Inglis, Morton & Co., Newmilns, N. B	6
Hendrie & Co., Portland Mills, Galston, N. B	6
G. H. Holmes, Sampson's Factory, Lenton, Notts	7
Hood, Morton & Co., Greenholm Factory, Newmilns, N. B	15
Hurcomb & Murfin, Daybrook Works, Nottingham	21
Alex. Jamieson & Co., Darvel, N. B	13
Johnston, Shields & Co., Newmilns, N. B	17
Martin & Holliwell, Boulevard Works, Radford, Notts	9
W. E. Meats & Co., Player's Factory, Radford, Notts	17
Morton, Aird & Co., Darvel, N. B	8
Alex. Morton & Co., Darvel, N. B	32
Wm. Morton & Co., Irvinebank Factory, Newmilns, N. B	10
A. & J. Muir, Newmilns, N. B	11
Robert Muir, Anna Bank Factory, Newmilns, N. B	13
Joseph Orchard, Limited, Alfred Street Mills, Nottingham	14
Pratt, Hurst & Co., Stoney street, Nottingham	18
George Raynor, Clyde Works, Radford, Notts	5
I. M. Robertson & Co., Galston, N. B	10
Sallis & Co., Boulevard Works, Radford, Notts	6
Sander & Co., Limited, Clyde Works, Radford, Notts	4
Henry Sands, Player's Factory, Radford, Notts	9
J. Skerritt, Draycott, near Derby	6
E. Shipley & Co., Kimberly, Notts	27
Joseph Spray, Sampson's Factory, Lenton, Notts	3
Stewart, Moir & Muir, 28 Miller street, Glasgow, and Newmilns, N. B	16
Stevenson, Young & Anderson, Darvel, N. B	7
Stirling Brothers, Darvel, N. B	8
Arthur Taylor (late John Hewitt), Albert Factory, Gamble street, Nottingham	12
Thomson & Twigg, Boulevard Works, Radford, Notts	5
G. Thornton, Clyde Works, Radford, Notts	4
B. Walker & Co., Limited, Commercial street, Lenton, Notts	38
J. B. Walker & Co., Sandiacre, near Nottingham	13
W. Whitehouse & Son, Sampson's Factory, Lenton, Notts	3
I. & l. Wilson & Co., Greenhead Mills, Newmilns, N. B	9
David Witham, Boulevard Works, Radford, Notts	6

Completed upon the lines laid down, this would have been an enormous aggregation, and the preliminary agreement provided that for his services as promoter, Mr. Lings should receive "in cash a commission of 2½ per cent on the total purchase consideration," but provided that out of this commission, he should pay all preliminary expenses up to and including allotment. The plan failed, for the reason that it proved impossible to harmonize the differences of a number of important Nottingham firms. Out of the wreck of the original scheme, however, a relatively small combination was effected, taking in four Notts county firms (Carey & Co., Limited, Dobson Bros., W. E. Meats & Co., and S. Armstead) and some five or six Scotch firms. In talking of the original plan and its failure, a leading manufacturer said:

> Some of the Scotch manufacturers had been running their machines without profit. Several of the largest Nottingham houses were favorable to the scheme, providing the smaller houses that had been cutting rates were included, but the chief difficulty arose with the smaller firms, as, under the form of agreement each had to sign, the proprietor was to be tied off for twenty years from starting business on his own account, and could only get a limited term of engagement for his services from the combined company; his individuality would also be gone.
>
> Another difficulty was that some firms were selling to the wholesale trade, and others to the retail trade, which would have led to a boycott of the new company (as far as possible by the wholesale houses) if those selling to the retail trade were included in the combine.
>
> A further difficulty in arriving at a working agreement was that those manufacturers who had comparatively new machinery objected to joining with other manufacturers whose machines were somewhat out of date, although they would be valued proportionately.
>
> There are over 60 owners of machines in Nottingham and Scotland, and over 30 of them own under 10 machines, many only 2 or 3, and if these small owners had joined, situations could not have been found for them and their occupation would have been gone.

Again, some manufacturers viewed the question of managing plants of machinery in so many different factories as a great difficulty. Several of the larger manufacturers finish their own goods, and were not at all anxious to sink their individuality by joining a combine.

No doubt, the whole of the curtain trade would have been benefited if all could have been included in the combination, as those firms who for many years have sold at unremunerative prices would, as part of the combination, have been obliged to sell at a profit. Besides this, had the combination been carried to a successful issue, much of the present enormous expenses of getting out new patterns would have been avoided, as at the present time, each proprietor of machinery gets out every season a number of new patterns, many of which are never sold, and of others not a sufficient quantity to pay for the expense of patterning. Another source of profit would have been owing to the purchasing of the cotton being concentrated in one center, where there would have been no question of the spinners having to sustain the losses on their trade which they have made lately.

The present position of the combine is that about three-quarters at least of the Scotch firms with 3 or 4 Nottingham firms have formed a combination and have registered a company, and no doubt even this, if successfully managed, will prevent some of the specially low lines being sold, which has tended to spoil the regular market for some years past.

The lace curtain trade has of late been somewhat upset by the cotton crisis, which had such an effect upon Manchester spinners, the price of yarns being uncertain and largely increased. Some few plants shut down until the market should return to a reliable condition.

AMERICAN TRADE CONDITIONS.

Speaking of American trade in general, especially as regards straight or Levers lace, another prominent manufacturer found some fault with the administration of American customs. I quote his language, substantially at least:

Having myself been connected with the lace trade since the year 1850, I am strongly of opinion that much mischief is created owing to the undoubted fact that Nottingham goods from their nature lend themselves largely to passing through the custom-house considerably under their value. * * * The evil arises, in my opinion, through the frequent changes that take place in your public officials; and until your officials of the custom-house may regard their appointment as permanent, I have little hopes of these undervaluations being discontinued, for the reason that it is difficult, however competent an official may be, to have a knowledge of values of the great variety of goods that in the course of his duties will pass through his hands. This can only be obtained by long experience, and the term of office which they are naturally obliged to regard as the limit is too short to encourage a man so employed to qualify himself to have a proper knowledge of values. There is no doubt whatever that undervaluation is one cause of the unprofitable nature of the lace business, which has driven out so many houses that were formerly engaged in it. We have in this city men who place orders for New York firms, and in some cases for other places, who could never live on the business they do if they were not paid a handsome commission for passing invoices and making declarations of goods undervalued. Some of these men have absolutely no capital of their own, and are therefore solely the instruments of those to whom the goods are shipped. The consequence is that the nature of a business house like ours is completely changed, as we formerly only sold goods to "importing" houses, and not to "jobbers" as they were then called, which means to-day the large distributing houses which are to be found in all the populous cities of the United States of America.

CURRENT MARKET CONDITIONS.

The following review of lace and hosiery trades appeared in the Nottingham Guardian of October 25. It should be borne in mind that this is merely a weekly review, and refers to the trade in general, of which American exports constitute but a fraction.

Lace.—There are many complaints of dullness in some of the fancy lace departments, and here and there, manufacturers have difficulty in finding consecutive employment for the machinery at their disposal. Good quantities of Valenciennes and imitation torchons are moving, as well as fashionable all-over nets, with laces, insertions, and galons to match. Of these, however, there is now a superabundant supply. The productions of Plauen also are flooding the market at home and for shipment. The more simple machines of the Continent give the foreign holders greater facilities in the production of novelties and infinite varieties at less cost. Of this advantage, they are eager to avail themselves. Everlasting, Beau Ideal, and other cotton embroidery trimmings move slowly, and there is no immediate prospect of this branch of the trade resuming its old proportions, and much of the machinery has been diverted. Irish crochet trimmings, American and crochet laces, and cheap warp goods are in average request, some articles being in arrear. Small quantities of Chantilly laces, streamers, and scarfs are selling, but there is no expansiveness in the demand, and much valuable machinery is only partially employed. The fancy made-up branches are doing a fair amount of business in neckwear, collarettes, caps, aprons, and other articles. There is no change in the prices of bobbonnets, plain tulles, and mosquito nets, the demand for the home trade and for export being sufficient to enable machine holders to disregard the actual fluctuations of the yarn market. There has been a revived demand for silk Cambrai and other tulles, and prices are kept at the advanced level, notwithstanding the easier silk markets. Stiff foundation nets are only in limited request, partly owing to the high prices required. Lace curtains, window blinds, furniture lace, and toilets are in average request, but there is severe competition, and manufacturers are hampered with the fluctuating value of yarns, especially with the cheapest ranges of goods. Among the higher qualities, some rich novelties are displayed in embroidered curtains.

Hosiery.—There is a fair demand for cotton stockings and socks, the latest quotations being more favorable to buyers. Black cashmere hose have been in better request, and there has been more doing in plain and fancy half hose in merino and cashmere. Vests, pants, and combinations are in good request in cashmere, merino, and natural wool. Silk stockings, half hose, and vests are easier to buy. Moderate quantities of embroidered goods are selling.

OTHER TRADE COMBINATIONS.

In the extreme west of this consular district are several large factories engaged in the manufacture of sanitary pottery and stoneware and fire-clay goods for sanitary purposes. Consular Agent Partridge, at Leicester, reports that these businesses are amalgamated with practically all other concerns of a similar character in the United Kingdom in an association called the Association of Sanitary Stoneware and Fire-Clay Goods Manufacturers. The Kingdom is divided into six sections, or branch associations, of which the Midland is the largest. Very few businesses are outside of this association, and their competition is stated to be infinitesimal. The profits of the various units of the association are not pooled, nor are the businesses controlled by the association, the objects of which are simply to fix and maintain prices and to regulate matters affecting the trade. A price list agreed upon by the association binds all the members, who thus avoid competition with one another in respect of the prices charged. It is claimed that the workmen employed in the trade are paid higher wages, the work requiring skilled labor to a considerable extent, but wages have not been visibly affected by the formation of the combination.

Among other recent trusts and combinations are the Associated Portland Cement Manufacturers, Limited, and the Free Wall Paper Company, the latter a rather small concern organized with the understood purpose of opposing the Wall Paper Trust, with a capital of £50,000, only £20,000 of which is issued. A factory has been erected at Louth The Portland Cement Trust has taken in the concerns on the Thames and Medway, with three others outside that district and with three-year contracts with still four other outside firms, making some thirty odd concerns all told and practically covering the British industry in that line. The capital is £5,000,000. It is too early yet to determine the effect upon prices, but higher and inflexible quotations are anticipated.

AMERICAN IMPORTATIONS AND OPPORTUNITIES.

All import statistics are kept at London, and all, or very nearly all, American imports are distributed through commission houses at London and Liverpool. This makes it difficult to determine, except by way of general observation, the quantity of American goods or manufactures received in interior towns or districts; but no doubt exists that in the lines cultivated, there has been a decided increase within the past year. Most noticeable, perhaps, is the increasing popularity of American tinned (canned) goods—fruits, vegetables, meats and fish, pickles, and fancy condiments. Fruit, including tomatoes, is grown under glass, except the summer berries and hardy plums, pears, and a few scrawny apples, and is too expensive to "put up," American fashion. Such a thing as a Mason jar is unknown, and the jam and preserve factories monopolize the business done in that line.

It follows that while prejudice against "tinned" goods is falling off, there is still a tremendous market here to be developed. The American oil cooking stove is beginning to be heard of, and only needs proper introduction to conquer a ready market. The steel range is in the same category, and locally introduced, would find a hospitable reception among the middle and lower classes, for economy's sake if for nothing else. American furniture is more and more in evidence, and needs only to conform to British styles to find a market everywhere. In small hardware, the finer tools, locks, etc., grow in favor wherever introduced. In other machinery, from locomotive engines to the improved specialties in boot and shoe manufacture, American trade-marks are common. American sewing machines of all grades, typewriters, cash registers, adding machines, etc., practically monopolize the market. American agricultural machinery, while imitated here, more than holds its own, and within the last few days Mr. W. V. Couchman, European manager for McCormicks, has established a general British agency at London, to be conducted by Americans. And so on through the list of successes. The effective introduction here of any American device or invention, no matter of how much intrinsic merit or how cheap, must come through the same effort, the same advertising, and the same common-sense methods necessary to successful introduction in the United States; only more intense if possible. Every consulate is flooded weekly or semiweekly with circulars and price lists which represent so much effort, printing, and postage practically thrown away. The same consulates occasionally receive acute inquiries regarding specific subjects, and, if investigation shows a fair field, these inquiries are followed by the appearance of an equally acute agent. This agent investigates as an expert in his particular line. Conditions warranting, business follows the agent. Consuls may be of preliminary service, but their utility in such matters ends where practical business methods must begin.

LEICESTER.

Mr. S. S. Partridge, consular agent at Leicester, reports regarding exports and imports, as follows:

In making inquiry of some of the local manufacturers as to the causes for increase or decrease, the following information has been obtained with reference to some of the leading items:

White cotton gloves.—These are exported almost entirely for military purposes and the increase is caused by the larger demand of the United States military department for this class of goods.

Woolen hosiery and woolen gloves.—The explanation as to the increase in these two items is that there is an increased preference in the United States for English-made goods over those of German origin.

Woolen underwear and woolen and cotton underwear.—This manufacture is of comparatively recent introduction into this town, and at present there is an increasing demand in America, but it is anticipated that this increase will not be long maintained, as the necessary working plant will in all probability be soon laid down by the American manufacturers.

Leather boot laces.—These are produced by only one firm in this district, and the large increase last year is due to an exceedingly large order being secured in preference to goods of German make, previously dealt with by the purchasing house.

There are numerous small items that do not call for remark, as in the majority of cases they consist of exceptional orders, and do not relate to staple industries. As to decreases during 1900, the only items requiring note are those of hosiery machinery and leather. In reference to the former, the explanation is that competition of American manufacturers is so severe and the production in the majority of cases is so superior to the English made article, that the exports are gradually falling off, and so far as can be ascertained, there is only one manufacturer who sends machinery to America to any great extent. As to the latter, factors here state that American leather is coming more into demand, and that the improvements now made in the production are closing the market for the English article.

In reference to American imports into this district, the question was fully reported on by this agency twelve months ago,[1] and conditions have not appreciably changed in the meantime.

The only matters calling for special remark, by way of supplement to that report, are as to American leather machinery and shoe machinery.

American leather.—A few years ago the complaint was that the hides cut to waste, and were generally too rough and unfinished, and insufficiently fleshed, there being an excess of offal left on them. The hair also had not been properly removed, but had been rolled into the leather, and this showed in the manufactured goods. It is now found that the causes of these complaints have been to a considerable extent removed, and that the skins are gradually improving without increasing the price. American leather is coming into greater demand here. One large factor states that there is a big future for American leather in this district, and the only complaint he has to make is as to charges for freightage, which vary excessively.

Shoe machinery.—The importation of this class of machinery in this district is almost entirely in the hands of one firm, The British United Shoe Machinery Company, Limited, which is affiliated to the parent company, The United States Machinery Company, of Boston, U. S. A. The increase of imported machinery during the past year is estimated, so far as relates to welting and stitching machinery, at 33⅓ per cent over that of the preceding year, while the lasting machinery is showing an increase of 300 per cent. In addition to the reasons given in last year's report as to the preference shown for the American article, the increased demand is further explained by the recent adoption of the system of letting out the machinery on lease, on the same system as now obtains in America. The demand for findings is not increasing, but is being fully maintained. Sewing machines are not imported to any extent, excepting some small special lines for ornamental work.

As to other lines of trade supplies, canned goods, etc., it is impossible to obtain definite information, there being no statistics available; but it is believed that nearly all articles of this class are not imported direct, but are purchased from brokers in Liverpool or London.

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[1] See Commercial Relations, 1899, Vol. 2.

DERBY.

Consular Agent C. K. Eddowes, Derby, submits the following observations:

There is not much machinery manufactured in this district. The businesses are comparatively small and varied.

As regards imports, I believe that many kinds of machinery are well spoken of here—especially lawn mowers. I have heard it stated that the American goods are exceedingly useful, but that the manufacture is not quite so good as the English, and will not last so long.

As regards tinned goods, the fruits imported are some of them excellent, especially the peaches, but as would naturally be expected, the brands vary in quality. The fresh fruit (apples for instance) have not apparently for some years been up to the mark. The absence of the Newtown pippin of ten years ago is much noticed. Pines and melons find a ready sale. The apples would benefit by better packing.

I have observed varieties of playing cards which have been much admired, being artistic in design and pleasant to handle.

The American tobaccos are much appreciated, and would be more used if cheaper.

What Mr. Eddowes says of apples may be applied with equal force to dried fruits, including raisins. American packed fruits are looked upon with suspicion. An American knows by experience not to judge a barrel of apples or a box of dried fruit by the top layer. The Englishman doesn't, and when he finds the bulk of his purchase of a much inferior quality to that shown on the top, he imagines that there has been a deliberate intention to "Yankee" him, as he calls it. The price does not deter him, and American shippers of all classes can institute no better reform than to exercise scrupulous care in packing, securing uniform quality by grades, and charging accordingly.

STATE OF THE LABOR MARKET.

The following memorandum has just been issued by the labor department of the board of trade, and is based on 2,395 returns, viz, 1,678 from employers, 582 from trade unions, and 135 from other sources. The state of employment during September continued to show a slight tendency to decline in many important industries, and the cotton trade has been especially affected by the short supply of raw material. Wages, however, continue to rise in coal, metal, and some other trades, and trade disputes have been few and unimportant. In the 138 trade unions making returns, with an aggregate membership of 536,242, 19,520 (or 3.6 per cent) were reported as unemployed at the end of September, compared with 3 per cent in August, and with 2.4 per cent in the 123 unions with a membership of 502,915, from which returns were received for September, 1899. Changes in the rates of wages of 164,199 work people were reported during September, of which number 161,655 obtained advances averaging 2s. 2¼d. (52½ cents) weekly per head, and 2,544 sustained decreases averaging 2s. ¾d. (49½ cents) weekly per head. The net result was an increase of about 2s. 1½d. (51 cents) per head in the weekly wages of the 164,199 work people affected. The principal increases were in the coal mining and iron and steel industries. The principal decreases affected 2,530 stone masons in Scotland. Changes affecting 3,330 work people were preceded by disputes causing stoppages of work. Changes affecting 142,803 work people took effect under sliding scales, and one change affecting 10,000 work people was arranged by a conciliation board. The remaining changes affecting 8,066 work people were arranged by direct negotiation between employers and work people, or their representatives.

PROPOSED LACE FACTORY NEAR CHICAGO.

Dr. J. A. Dowie, who has been in England for several months proselyting for his peculiar religious sect, appears to have several material enterprises in view in connection with the creation of Zion City, his new town near Chicago. Among his converts is a small lace manufacturer (of Beeston, a suburb of Nottingham) named Arthur Stevenson, who has been appointed a general overseer of the industrial scheme connected with Zion City's development. Eight of his lace machines have been taken by Dr. Dowie under some sort of agreement, while four new ones have been ordered. Four lace-curtain machines have also been ordered. As the new machines are to be delivered early in the new year, that would seem to fix the date for the start of this new enterprise near Chicago, the existing American plants being situated near the eastern coast. In connection with this plan, Dr. Dowie expects to import a number of lace hands from Nottingham, some twenty-five in number, with their families. There is great curiosity in labor circles here to know whether these operatives will be admitted.

S. C. McFarland, *Consul.*

Nottingham, *October 27, 1900.*

REVIEW OF LACE AND HOSIERY MANUFACTURES AT NOTTINGHAM FOR 1900.

The features of the lace and hosiery trades of this district during the year just closed, so far as American business is concerned, have been covered by previous reports.[1] As American exports constitute but a fraction of the general business of the district, a summary of general trade conditions will be of interest to American manufacturers and importers, and the following is abstracted largely from an expert's report published in the Nottingham Guardian of December 2, 1900.

LACE.

The year has been fairly prosperous, and though there may be some complaints of recent dullness, an extensive and profitable business has been done in most branches of the lace trade. Failures, fires, and strikes have been comparatively few, and the city has been able to watch the strike of the Calais lace makers with equanimity, the Nottingham lace makers sending contributions to their confrères in Calais.

Bobbinets and plain goods.—The demand for bobbinets, light tulles, and mosquito nets has exceeded the supply through the year, and at one period orders were some months in arrears. Under these circumstances, prices have been and still remain abnormally high, and manufacturers and merchants have kept the machinery in this neighborhood and in the west of England fully and profitably employed. Large quantities of nets are needed for embroidery, and the exportation has been extensive. The usual quantities of silk and cotton tulles have been required for millinery purposes. A special demand for spotted nets to meet the exigencies of changing fashions caused a sudden and great advance in the price of these goods. Stiff foundation nets remain at very high values, but the demand is less active.

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[1] See Consular Reports, No. 235; Advance Sheets, Nos. 667 and 668.

Cotton millinery laces and nets.—One of the features of the year has been the extensive demand for all-over nets in Cluny, Valenciennes, Irish guipure, and other styles. Large quantities have been required for the home trade, for the continental centers of fashion, and for shipment to the United States and to the British colonies. These nets have required galloons, insertions, and laces to match, affording a large and profitable business. There has been fair progress in elegance of design and richness of quality in the production of Valenciennes, Malines, point de Paris, and Edelweiss laces. Much consternation was caused in the earlier months of the year by the sudden and determined advance of from 10 to 25 per cent. The commencement of this advance was in the previous year, but few outside those immediately concerned were prepared for the large rise on the common qualities of goods. There was much disturbance of business; home buyers hesitated, and foreign exporters had to refer back for instructions. Eventually, the advances were insisted upon—manufacturers and machine holders refused to accept orders at the old prices—and there has been no retrogression. During the year, there has been an extensive demand for fine and heavy imitation torchons in linen and cotton; prices have been enhanced, and there has been continuous expansion in this department of the trade. Warp goods, Maltese, American, and crochet laces have barely held their former position, and there has been shrinkage in the Bretonne lace, loop edging, and embroidery trimming branches. There have been no novelties to give a special impetus, and fashions have been against them.

Silk laces and veilings.—The year has been unfavorable to the silk lace departments. There has been no expansion, and manufacturers have had little encouragement for the reproduction of novelties. Some sets of the finer qualities of Chantilly laces and nets and all-over nets have had a fairly good run. The shrinkage in silk laces has been partly compensated for by an increased demand for plain and fancy veilings, in black, white, and colors, and the new demand for all-over nets, which have been in special favor.

Aprons, blouses, and ruffles.—There has been a great expansion in the manufacture of aprons, children's frocks, blouses, collarettes, ruffles, and other neckwear and fancy articles. Many hands are now employed, large establishments have grown, and there has been a strong demand for hands able to work sewing machines, and to manipulate the production of fancy made-up goods. Moderate quantities are being used in the manufacture, but not so much in proportion as formerly. A considerable amount of Plauen lace is imported, but still larger quantities of the Swiss Schifflistickerei is used in servants' caps, ladies' shirts, and children's frocks. This is an expansive department, and will employ thousands of hands, though lace only finds a subordinate place in the manufacture. The old ruchings and frillings have declined in importance, though considerable quantities of ruffles and collarettes have been in requisition, both for home trade and for shipment.

Curtains and furniture lace.—During the year, a considerable advance has been made in the prices of curtains and furniture lace, owing to the increased cost of yarns and finishing expenses. This caused some confusion during parts of the year, because of the uncertainty in the price of yarns. Manufacturers withdrew their current lists of prices, and refused to accept orders for new goods at the old rates, or to book large orders in advance, except at safe prices. The new prices for curtains, blinds, and furniture lace have been firmly adhered to with fair success. It is asserted that even now, the actual prices are not fairly remunerative. There have been no startling new departures in the trade. The production within the city is extensive, and competition is kept active by importations from the outlying districts and from Scotland. The foreign demand is increasingly met by the machinery which has been so extensively supplied to the European Continent and to America. Considerable expansion is expected in the coming year.

The foreign demand.—The demand for the United States, though large, has not equaled expectations. The sales of special goods have been considerable to meet the absolute wants of fashions, but there has been no great boom, and speculative transactions have been kept in check. Large quantities of goods have been shipped to Australia, Canada, and the Indies. There has been a strong outside demand for mosquito nets, tulles, and bobbinets. The South African and some other markets have been disturbed. France, Germany, Italy, and other continental markets have required an average quantity of goods, though the aggregate demand is less than in former years.

Exports.

Eleven months—	Cotton lace and patent net.		Silk lace.	
	English money.	United States currency.	English money.	United States currency.
1883	£1,782,721	$8,675,612	£874,069	$4,253,657
1898	2,024,618	9,852,803	111,904	514,581
1899	2,150,568	10,465,739	133,594	650,135
1900	2,396,094	11,660,641	134,968	656,821

It will be seen by these figures that, although the amount of cotton lace and patent net has increased in seventeen years by £613,373 ($2,984,980), the amount of silk lace exported has decreased by £739,100 ($3,596,830). The year 1883, however, was the highest total of silk and cotton lace ever reached. Silk lace afterwards became less fashionable, and the remaining trade fell largely into French hands. The progress in the amount of cotton lace and patent net is largely attributed to the large quantities of bobbinets and tulles sent to Germany for embroidery purposes at enhanced prices. This special demand proved very adverse to the fancy lace trade.

HOSIERY.

The hosiery trade has suffered more or less during the year by the fluctuations in the value of yarns. Early in the year, some advances were made in the quotations for cotton stockings and socks and more business was done, but prices never reached a remunerative level, owing to the strong competition and the knowledge that the possible supply was always largely in excess of the actual demand. The sales of underwear in merino, cashmere, and natural wool have increased, the home demand being larger, while extensive orders were placed for the United States and for the colonies. The demand for specialties of fancy half-hose in merino and cashmere has been considerable. The excessive sales of cashmere hose some time ago glutted the market, and there has been some diminution in the recent orders. The prices of all merino, cashmere, and other wool goods were high during the early part of the year, but subsequently, the value of yarns went down and the demand fell off. Buyers have hesitated to place orders, and the trade has suffered. Portions of the hosiery trade were kept employed for some time upon army contracts, and this fact gave steadiness at a time when it was sorely needed. There have been no changes of importance in the silk branches. Stockings, half-hose, gloves, and vests have ruled low in value, and business does not expand. There is a steady demand for elastic goods.

Exports of hosiery.

Eleven months—	Cotton hosiery.		Wool and mixed hosiery.	
	English money.	United States currency.	English money.	United States currency.
1883	£1,091,900	$5,313,731	£ 357,609	$1,740,304
1898	310,099	1,509,097	710,743	3,458,831
1899	295,799	1,439,506	846,190	4,117,984
1900	353,960	1,722,546	835,169	4,064,350

Since the year 1883, there has been a great transformation in the hosiery trade, which previously consisted mainly of cotton goods. Gradually, the public at home and abroad have given preference to merino and wool goods. It is probable, also, that part of the foreign demand for cotton hosiery has gone to Saxony instead of being supplied at Nottingham, as formerly. Special reports have shown the particular decline in exports of hoisery to the United States. When it is considered that from this district alone, the exports of lace and hosiery machinery since 1890, to date, represent a value of about $1,600,000, it is not difficult to understand that the growth of American manufacture accounts for the diminished demand for hosiery, and for a natural dullness in the Nottingham lace trade.

S. C. McFarland, *Consul.*

Nottingham, *January 4, 1901.*

PLYMOUTH.

An examination of the customs returns relating to the shipping trade of the port of Plymouth for the half year ended June 30, 1900, shows an increase for the months of January, March, and April, and a decrease for the months of February, May, and June. Details of total tonnage are:

	January.		February.		March.	
	1899.	1900.	1899.	1900.	1899.	1900.
Sailing vessels:						
Arrived	6,472	5,810	8,577	5,355	14,116	16,045
Sailed	9,003	6,462	8,524	7,039	10,926	9,380
Steamers:						
Arrived	61,243	62,503	65,190	53,577	56,400	62,776
Sailed	56,230	58,306	57,147	52,748	56,000	57,619

	April.		May.		June.	
	1899.	1900.	1899.	1900.	1899.	1900.
Sailing vessels:						
Arrived	13,450	11,809	11,812	8,405	10,166	7,180
Sailed	14,277	12,585	13,274	14,118	10,610	10,028
Steamers:						
Arrived	60,856	59,714	73,581	61,454	70,978	57,063
Sailed	54,299	58,264	71,844	47,846	63,501	52,566

The above returns do not include liners engaged in the ocean passenger and mail traffic.

The declared exports for the United States from this consulate for the six months are as follows:

JANUARY, FEBRUARY, AND MARCH.

Brushes	$592.95	Fish	$304.04
Chemicals	64,779.26	Salted roans	7,898.00
Clay	109,579.64	Spirits	8,093.87

APRIL, MAY, AND JUNE.

Bricks	$156.07	Fertilizer	$194.66
Brushes	752.45	Household effects	111.93
Chemicals	50,391.00	Pottery	583.93
Clay	128,422.68	Spirits	26,518.74

The imports from the United States are large, but as the goods are shipped to Devon and Cornwall via London and Liverpool, there are no means of ascertaining the exact amount.

AGRICULTURE.

Of the crops of the present season, a fairly approximate estimate can be made. If reports from abroad as to crops are correct, wheat is likely to reach an exceptionally high price. The crop here looks well, but varies in localities. It will not equal that of last year.

Last year's oat crop was a record one. This year's will not exceed, from present appearances, the ten years' average of about 33 bushels per acre.

The area for barley appears practically stationary. There is, perhaps, a slight advance, but it will not approach the yield of last season by 5 bushels per acre. The crop is not in good condition.

Potatoes are very promising. A large supply has already been marketed. The yield this season will reach 6½ tons per acre.

The hay crop promises to be heavy, but much of it is being lost by bad weather in harvesting.

All kinds of fruit will be abundant, but prices are very low, and the industry is declared unprofitable.

Live stock of all kinds are healthy, and there is an increase in numbers and price. Stock breeding is now remunerative and prospects are improving.

DEVONPORT DOCKYARD.

A great future is in store for Devonport as a naval arsenal. Apart from the evidence of this furnished by the Keyham extension scheme and the enlargement of the royal naval barracks, the navy estimates confirm the statement that a second building slip is to be constructed in the dockyard. When this is effected, it will be possible to proceed with the building of two battleships simultaneously, in addition to which a shed is available for the construction of cruisers. The dockyard employs 254 officials and 6,887 workmen. The wage bill is $2,700,000 per year.

JOS. G. STEPHENS, *Consul.*

PLYMOUTH, *July 16, 1900.*

PLYMOUTH TRADE IN 1900.

The customs returns of the foreign trade of Plymouth in 1900 varied but little from those of the preceding year, the arrivals and departures representing 357,283 tons, against 354,611 tons in 1899. This improvement was due solely to the increased size of the vessels entering the port, for although the number was less than in the previous year, the tonnage was greater by 4,762 tons. The sailings, however, show a decline of 11 vessels and 2,090 tons. The majority of ships cleared were, as usual, in ballast, and the tonnage was of greater magnitude than in 1899. It is noticeable that the number and total tonnage of sailing vessels employed in foreign trade are considerably less, but the deficiency has been made good by steamships.

Arrivals and sailings of vessels at Plymouth engaged in foreign trade.

	Arrivals.				Sailings.			
	1899.		1900.		1899.		1900.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Sailing	301	54,613	295	50,484	203	23,550	183	21,448
Steamers	351	177,257	358	189,650	89	15,871	92	11,606
Sailing (in ballast)	28	3,732	20	3,883	154	33,113	153	30,679
Steamers (in ballast)	12	4,514	5	861	139	41,961	146	48,672
Total	692	240,116	678	244,878	585	114,495	574	112,405

COASTING TRADE.

The customs returns of the coasting trade show a decreased tonnage of 31,768 on arrivals and 37,627 on clearances, the respective totals being 1,440,875 tons in 1899 and 1,371,480 in 1900. The general coasting trade, which represents the largest factor in the shipping of Plymouth, is responsible for this decline. There was a decrease of 129 in arrivals of vessels, and the total tonnage of ships entering was 32,099 less, while the number of ships which sailed was 119 less and their tonnage 38,952 below the previous year. The Irish trade, however, improved somewhat, both arrivals and sailings having increased. The trade done by foreign vessels on the British coast was also less than in 1899, the principal falling off being in respect of vessels arriving. Eleven fewer vessels entered the port and the tonnage fell off 2,074. The 104 craft engaged in this branch of trade were divided as follows: Norwegian, 34; German, 26; Danish, 13; Swedish, 11; Russian, 9; French, 6; Belgian 2; Dutch, Spanish, and Italian, 1 each.

General coasting trade.

	Arrivals.				Sailings.			
	1899.		1900.		1899.		1900.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Sailing	783	58,423	698	51,167	696	45,740	678	44,716
Steamers	1,293	529,770	1,221	498,227	790	373,934	699	330,345
Sailing (in ballast)	59	3,400	87	4,858	181	27,158	149	17,779
Steamers (in ballast)	11	1,453	10	6,695	546	215,221	568	230,261
Total	2,146	593,046	2,016	560,946	2,213	662,053	2,094	623,101

OCEAN MAIL AND PASSENGER TRAFFIC.

Plymouth has benefited through the changes which have taken place during the past year in regard to the mail and passenger traffic. The figures for the year show that the number of boats which made Plymouth a port of call was considerably larger than in the previous twelve months, there being 49 more homeward bound and 35 outward bound, a total advance of 84, while about 1,000 more passengers landed at the port than in 1899. During the year, 2,745 passengers landed in this port from New York and 1,115 embarked. The improvement is due to several causes. The Hamburg-American boats contributed largely to it. The "P" class of vessels of this line, which recommenced during 1899 to call on the outward and homeward passage, continued to do so all through 1900. The express boats of the same company also again made Plymouth a port of call, as they had done before the outbreak of the Spanish-American war. Another factor in the increase was contributed by the Aberdeen line. The boats of this company, which provide a service to Australia by way of the Cape, have, since April, called at Plymouth, both on the outward and homeward passage, for the purpose of embarking and disembarking passengers. Late in the year, also, the White Star Company arranged for their homeward-bound boats to land passengers here. These boats will continue to call at intervals of about a month. In the figures relating to homeward-bound boats are included a number of Government transports, 2 or 3 boats of outside lines which brought mails from the United States, and 4 Holland-American liners. In the future, 3 African boats instead of 2 will call during the month. The Castle Line steamships call fortnightly. During 1900, 326 mail boats arrived at the port and 95 sailed, being a total of 421 boats for the year.

The following companies now make Plymouth their port of call: Peninsular and Oriental Steam Navigation Company, British India Steam Navigation Company, New Zealand Steamship Company, Shaw, Saville & Albion Company, Royal Mail Steam Packet Company, Castle Mail Packet Company, Hamburg-American Steam Packet Company, White Star Company, Woermann Company, British and African Steamship Company, African Company, Aberdeen Line, and Compagnie Belge Maritime du Congo.

BUNKERING TRADE.

Not only has the bunkering trade in Plymouth Sound been well maintained during the year, but the quantity of coal exported has been considerably more than in preceding years. A number of transports engaged by the Russian Government coaled here in 1900, and Russian companies, too, have been using the port as in former years, but with a larger number of boats. The trade also received another addition in the boats of the Drost Line, with cargoes from Amsterdam, Rotterdam, and Antwerp. During the year, a large number of cable steamers called at irregular intervals, but now a fortnightly service has been established. Several foreign war ships availed themselves of the bunkering capacities of the port. To the above should be added the bunkering of the steamers engaged in the general trade of Plymouth.

FISHING INDUSTRY.

Steam trawlers to the number of 171 landed cargoes of fish, and about 900 sailing vessels engaged in fishing brought their catches to this market. The year has been a prosperous one for all branches of the industry, and the catches of herring by boats belonging to Plymouth and other western ports have been the largest for many years.

MINING.

The last year has been a prosperous one for the mining industry of Devon and Cornwall. Notwithstanding continued fluctuations and reactions, tin has steadily maintained its high figure, and the last ticketing was: Metallic tin, $681.30; black tin, $379.59. The total value of tin sold in 1900 was about $2,500,000. In fact, the tin mines of Cornwall are more prosperous than they have been for many years.

There has been but little change in the arsenic mines. During the year, there was shipped to the United States from this consular district arsenic to the value of $176,471.57.

The china-clay industry is still growing, and the prices realized are from 48 to 72 cents per ton higher than in 1899. During 1900, there was shipped from this district to the United States clay to the value of $440,179.95.

AGRICULTURE.

The year 1900 was not a prosperous one for the English farmer. The harvest, on the whole, was not prolific, nor has the selling price of farm produce been up to the standard. If prices have been high in the markets of the large towns, it is complained by the farmers that they have not profited thereby. Much has been said and written about the so-called "revival of English agriculture," but revival is not within the range of practical vision. A striking feature in the statistics of the crop area in Great Britain is the diminution of the land under cultivation. Large tracts in Devon and Cornwall are yearly reverting to moors and downs.

The corn crop in Great Britain covered 71,479 acres less in 1900 than in 1899. The official estimates of only three of the cereals in Great Britain have as yet been published. They are as follows:

Cereal.	1900.	1899.	Increase (+) or decrease (−).
	Bushels.	*Bushels.*	*Bushels.*
Wheat	52,639,809	65,529,325	−12,889,516
Barley	62,314,510	67,715,698	− 5,401,188
Oats	114,847,587	114,746,544	+ 100,993

The returns of live stock are not encouraging. Three out of the four species of live stock which represent agriculture are fewer in number. These are horses, sheep, and pigs. The exception is horned stock, the increase of which, however, has been very small. On the whole, there were nearly a million less head of farm stock in the country in 1900 than in 1899.

The feature of the year was the exceptional yield of apples. They were of an inferior quality, however, and did not at all affect the imports from America, which, in this district, continue to increase. Pears, plums, and cherries were in abundance, but strawberries and bush fruits gave only medium crops.

PUBLIC IMPROVEMENTS.

The past twelve months have witnessed a considerable advance toward completion of schemes for increasing the shipping facilities of Plymouth. The extensive improvements commenced at Millbay Docks some three years ago have made slow progress, owing mainly to the difficult nature of the work; but the difficult undertaking of the removal of the single dock gates and the substitution of a pair of gates has been considerably advanced. Two new grain stores, with overhanging verandas for the reception of goods, have been completed on the west wharf. The rebuilding and enlarging of the block of stores near the dock offices have been finished. These stores have been fitted with gas engines and other up-to-date appliances for dealing with grain speedily and economically. Another important piece of work in hand is the deepening of the outer harbor, preparatory to widening the Trinity pier, which is to be made double its present width and extended in length so as to have a depth of water of 20 feet alongside. This undertaking will afford much-needed accommodation for traffic, principally that connected with the coasting and Continental trade. Other minor improvements, which all tend toward better equipment of the docks, have been carried out.

Another enterprise which has made great progress toward completion is the important private undertaking, the Victoria wharf and dock in the Cattewater. This large dock, commenced in 1897, was completed during the past year and formally opened in August. It has a depth of 27 feet at low water and is capable of accommodating the biggest liners. A smaller basin, for the use of coasting vessels, and commodious warehouses have been practically completed.

In Sutton Harbor, the new quay at Coxside, called Bayly's Wharf, was opened in May. This additional accommodation tends greatly to relieve the congestion experienced at North Quay. Dredging continues to be carried on in the harbor.

Government dredges are at work day and night deepening the Hamoaze and its approaches.

During the past year, 1⅝ miles of electric street railway have been completed and electric mains have been laid down along the route for arc lighting. It is the purpose of the corporations of the aggregate town (Plymouth, Stonehouse, and Devonport) to continue to enlarge the electrical lines, which already are quite extensive. In Plymouth alone, there was spent last year on electrical lines, power houses, and equipments the sum of $200,000.

TRADE WITH THE UNITED STATES.

During the last twelve months, as perhaps never before, the attention of the British manufacturer has been attracted to the commercial rivalry of America and Germany. Statistical abstracts of British trade with the colonies and other countries show that commerce is increasing, but in spite of all this it is candidly acknowledged that Great Britain is not maintaining her position. "For example," says a writer in the London Daily Mail, "we have lost to the American manufacturer electrical machinery, locomotives, steel rails, sugar-producing and agricultural machinery, and, latterly, even stationary engines, the pride and backbone of the British engineering industry."

In this decline of British trade supremacy, the editor of Feilden's Magazine, in a series of articles recently published in the London Daily Mail, sums up the question by isolating the supreme factors affecting the problem. They are:

(1) The general indisposition to adopt improved appliances and to scrap old and effete tools.

(2) The absence of the system of standardization.

(3) The failure to adopt the best commercial methods.

(4) The lack of an adequate and complete system of commercial and technical education.

(5) The restriction of output due to the trade unions.

(6) Inability to execute big contract work to time requirements.

(7) And last, and most important of all, foreign protective tariffs.

"Far more, however, in the future than in the present," says the Bishop of Manchester, "American competition is likely to become formidable to us. America has everything which she needs within her own frontiers, and in unexampled abundance. She has far richer stores of coal and iron than we have, and with the largest amount of best material, the greatest army of workers to manipulate it, and the most distinctively mechanical genius that has ever characterized a nation, she possesses all the elements of productive supremacy."

The commerce, both export and import, of this consular district with the United States is on the increase, but as the greater part of the import trade continues, owing to the lack of direct freight communication between Plymouth and American ports, to be conducted through agencies in London and Liverpool, no figures showing the exact amount of the imports are obtainable.

The sale of American shoes in this city is increasing continually and at a most rapid rate. American meat is sold throughout the district by two large Plymouth firms. Children's ready-made clothing has also found a ready and profitable market. American canned goods are slowly but surely losing ground, owing to competition from Italy and elsewhere. The Italians are selling canned tomatoes, for instance, in splendid condition, and in much larger tins, at figures greatly below those of our home merchants. American apples continue to sell in larger quantities and at good prices.

The following table shows the declared exports from this district to the United States for the year ended December 31, 1900:

Articles.	March 31.	June 30.	September 30.	December 31.
Books			$194.66	
Bricks		$156.07		
Brushes	$592.95	752.45	1,292.58	$1,022.58
Chemicals	64,779.26	50,391.00		61,301.31
Clay	109,579.64	128,422.68	81,458.22	120,719.41
Fertilizer		194.66		
Fish	304.04			633.65
Furniture			353.23	
Household effects		111.93		
Match boxes			380.54	
Pictures				197.58
Pottery		583.93	107.83	
Salted roans	7,898.00			
Sausage skins			1,126.59	
Spirits	8,093.87	26,518.74	27,486.92	14,546.07
Woolen goods			71.64	

In conclusion, I may say that the outlook for American trade in the counties of Devon and Cornwall for the coming year is most encouraging. Our goods have been introduced, tested, and found satisfactory. It only remains now for our manufacturers and merchants to energetically work the market. There is a good opening for the sale in the aggregate town of electrical equipments. Electric lines in both Plymouth and Devonport have purchased cars and equipments in the United States.

JOS. G. STEPHENS, *Consul.*

PLYMOUTH, *February 9, 1901.*

SHEFFIELD.

The trade of Sheffield with the United States again shows an increase. The total value of declared exports during the year ended June 30, 1900, is as follows: Sheffield, $2,363,460.05; Barnsley agency, $188,533.39—total, $2,551,993.44. The increase over the total of the last year is $449,148.88. Barnsley agency figures show a decrease of $45,932.58, as compared with last annual return. The increased trade is found chiefly in steel—wire, bars, sheets, etc., and cutlery.

The following is a statement showing articles of export and values:

Articles.	Value in United States gold.	Articles.	Value in United States gold.
Anvils	$598.71	Leather laces	$1,384.57
Breech-loading gun material	115.09	Machinery	19,637.28
Combs	383.81	Magnets	612.65
Cutlery	474,454.34	Measuring tapes	25,221.94
Dogs	321.18	Millstones	551.35
Edge and other tools	8,057.20	Oil	731.89
Electro-plated and silver manufactures	5,274.11	Pearl, manufactures of	36,354.87
		Pens, steel	66.06
Ferro chrome	1,878.24	Pins, steel	1,695.95
Fiber and hair	8,304.33	Platinum	10,663.57
Files	663.18	Raddle	3,058.54
Glue	1,000.14	Returned United States goods	349.98
Golf balls	2,572.14	Scythes and sickles	4,324.35
Graining combs, steel	1,126.03	Skins and hides	1,043.25
Grindstones	6,598.44	Steel: Wire, bars, sheets, etc	1,651,673.74
Hair seating	351.39	Steel crushers	173.32
Horn:		Steel tubes for boilers	4,662.11
Pieces and tips	41,177.49	Trees and plants	538.44
Manufactures of	20,448.68	Tungsten	8,364.62
Iron	17,660.54	Umbrella ribs, steel	3,547.98

Articles.	Value in United States gold.
Wines and spirits	$580.69
Wood, manufactures of	1,821.33
Sundries	477.08
Total	2,363,460.05
BARNSLEY AGENCY.	
Cottons	53.97
Glue	70,891.64
Linens	13,969.34
Machinery	$108.16
Oil, dead	6,399.72
Printed matter	3.67
Sheep dip	4,722.39
Skins, pickled	91,978.63
Steel wire	257.44
Unions	148.43
Total	188,533.39
Grand total	2,551,993.44

Trade is good, and manufacturing concerns generally are busy, although the cost of fuel is at present high. Prices of shares, bonds, and stock of local companies are fairly maintained; some notable concerns, however, show a depreciation.

UNITED STATES PRODUCTS—APPLE PACKING.

Articles and products of the United States find an increased market here. Among such imports are fruits, canned fruits and meats, breadstuffs, hams and bacon, cheese, lubricating and burning oils, tools, files, machinery, bicycles, nuts and bolts, and other articles of hardware, steel rods, organs, boots and shoes, and furniture.

With regard to the packing of apples, a deputation from the Sheffield Retail Fruiterers' Protection Association has made certain representations here, and the views expressed will be found in a letter from their secretary, Mr. J. Houlston, 68 Neville street, Sheffield, which reads as follows:

> As a deputation from the Retail Fruiterers' Association of Sheffield and district, which represents almost all the trade in this center, we desire to make representation to you, and through you to the trade (and authorities connected therewith), on the irregularity practiced in the apple-packing industry of those States in which the barrel packing is used; and more important still, of different quality apples in one and the same barrel. Numerous cases have been reported to our association of barrels marked with the name of some standard variety, such as Baldwins, Spies, or Greenings, being faced with a good-quality apple and filled up in the middle with a useless variety, while the matter of varied-size barrels is a constant source of dispute amongst dealers. In bringing these things before your notice, we would like to suggest that apples should be graded in the barrels as is done in the cases or boxes used so satisfactorily in the Western States, and that packers should stamp their names and a registered mark on their barrels, so that reliable packers may have the benefit of the support of trade in this country.

RABBITS.

At the present time, very large quantities of rabbits are imported into this country in a frozen state from some of the British colonies, and a leading firm of fish and game salesmen, Messrs. R. Langley & Sons, Fitzalan markets, Sheffield, suggests that there is an opening for a new trade in the jack rabbit of the Far West.

TRANSPORTATION.

The facilities of transit for goods are easy, Liverpool, Manchester, via the ship canal, and Hull, being the chief points.

JAMES JOHNSTON, *Consul.*

SHEFFIELD, *July 26, 1900.*

SOUTHAMPTON.

The following table shows the shipping of this port for the year 1899 as compared with 1898:

	1898.	1899.	Increase.
Number of ships	3,216	3,214	[1]2
Shipping:			
Gross tonnage	4,731,288	5,249,802	518,514
Net tonnage	2,389,694	2,661,220	271,526
Cargo:			
Imports ... tons	428,590	452,185	23,595
Exports ... do	334,537	338,370	3,833
Coal:			
Seaborne ... do	270,486	286,518	16,032
Railway ... do	77,995	121,948	43,953
Passengers in and out	189,372	208,280	18,908
Troops	50,892	90,303	39,411
Mails and parcels post:			
In	75,426	94,116	18,690
Out	107,224	110,521	3,297

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[1] Decrease.

Including "calling" vessels, which are not noted above, the total net tonnage of this port is as follows:

INWARD.

Foreign vessels reporting; "calling" vessels not reporting, etc.:			
Sail		30,143	
Steam		2,778,221	
			2,808,364
Coasting:			
With cargo—			
Sail	77,758		
Steam	670,977		
		748,735	
Ballast and passengers—			
Sail	39,702		
Steam	343,655		
		383,357	
			1,132,092
Total			3,940,456
Tonnage of steamers which cleared at another port and finally sailed from Southampton		306,866	
Tonnage of yachts		9,713	
			316,579
Grand total inward			4,257,035

OUTWARD.

Foreign vessels clearing, also calling in river and not clearing:			
Sail		25,562	
Steam		2,520,945	
			2,546,507
Coasting:			
With cargo—			
Sail	66,368		
Steam	428,989		
		495,357	
Ballast and passengers—			
Sail	51,696		
Steam	633,728		
		685,424	
			1,180,781
Total			3,727,288

Vessels from foreign ports, with part cargo for another British port	249,942	
Vessels from another British port, and finally sailing from here to foreign ports	233,904	
Tonnage of yachts	9,713	
		493,559
Grand total outward		4,220,847
Grand total inward		4,257,035
		8,477,882

In January of this year, the Castle and the Union steamship lines consolidated, under the name Union-Castle Line. The principal lines of steamers now running from this port are as follows:

Line.	Number of steamers.	Tonnage.
American	4	44,538
Hamburg-American	146	405,689
Nord Deutscher Lloyd	84	366,018
Royal Mail	31	94,267
Union-Castle	49	226,037
Total	314	1,136,549

The London and Southwestern Railway Company has a fleet of steamers plying daily between Southampton and the channel islands, and between Southampton and several French ports.

Several other large lines of ocean steamers touch frequently at this port, and the Southampton, Isle of Wight, and South of England Steam Packet Company owns a fleet covering points between here and the Isle of Wight and along the British Channel.

PASSENGER TRAFFIC WITH AMERICA.

For the twelve months ended June 30, 1900, 140 passenger steamers left this port for the United States, and from their bills of health the following statistics are compiled:

AMERICAN LINE.

	Number sailings.	Passengers.		Total.
		Cabin.	Steerage.	
St. Paul	16	4,750	5,918	10,668
St. Louis	15	4,755	5,076	9,831
New York	14	3,932	3,865	7,797
Total	45	13,437	14,859	28,296

HAMBURG-AMERICAN LINE.

	Number sailings.	Cabin passengers.	Landed at Southampton.
Furst Bismarck	8	427	163
Augusta Victoria	6	411	164
Kaiser Frederich	6	292	56
Columbia	6	207	78
Total	26	1,337	461

NORD DEUTSCHER LLOYD.

	Number sailings.	Passengers.		Total.	Landed at Southampton.
		Cabin.	Steerage.		
Kaiser Wilhelm der Grosse	11	1,599	37	1,636	158
Lahn	11	550	35	585	93
Saale	10	352	38	390	82
Trave	9	438	9	447	72
Barbarossa	5	469	2	471	56
Frederich der Grosse	5	296	9	305	40
Bremen	4	407	5	412	12
Konigen Louise	4	359	4	363	41
Kaiserin Maria Theresa	4	120	12	132	32
Aller	2	43	4	47	7
Prinz Regent Luidpold	2	30	2	32	36
Werra	1	41	....	41	3
Grosser Kurfurst	1	23	....	23	8
Total	69	4,727	157	4,884	640

SUMMARY.

	Number sailings.	Passengers.		Total.	Landed at Southampton.
		Cabin.	Steerage.		
American Line	45	13,437	14,859	28,296	....
Hamburg-American	26	1,337	....	1,337	461
Nord Deutscher Lloyd	69	4,727	157	4,884	640
Total	140	19,501	15,016	34,517	1,101

YACHTS.

Name.	Date of sailing.	Number of passengers.
Veruna	Aug. 18	....
Niagara	Sept. 7	7
Howana	Oct. 14	1

OTHER VESSELS.

Name.	Date of sailing.	Nationality.
Lorenzo	Aug. 3	Norwegian.
Minsira	Aug. 8	Do.
Minden	Aug. 17	Do.
Mars	Oct. 26	British.
Ingomar	Dec. 12	Norwegian.
Apex	Dec. 14	British.
Columbus	Jan. 29	Russian.
Prince Louise	Apr. 23	Norwegian.
Barford	May 17	Do.
Albany	June 25	United States.

In all, 153 bills of health were issued from July 1, 1899, to June 30, 1900.

In the year ended June 30, 1900, 14,662 steerage passengers left this port for the United States, their nationalities being as follows:

Russians (principally Finns)	4,680
Swedes	3,839
English	1,665
Americans (returning)	1,633
Norwegians	1,027
Danes	657
Austrians	405
Germans	253
Other nationalities	503
Total	14,662

By sex, they were divided as follows:

Males	8,995
Females	4,229
Children	1,172
Infants	266
Total	14,662

Passengers disembarked at Southampton from New York during 1899, as compared with 1898.

	1898.				1899.			
	First class.	Second class.	Third class.	Total.	First class.	Second class.	Third class.	Total.
American Line	2,160	2,242	2,779	7,181	7,275	4,324	6,572	18,171
Nord-Deutscher Lloyd	2,851	598	28	3,477	3,491	435	73	3,999
Hamburg-American	566	....	....	566	608	....	....	608
Total	5,577	2,840	2,807	11,224	11,374	4,759	6,645	22,778

It must be remembered that during 1898, the four vessels of the American Line were for six months in the service of the United States Government as cruisers.

The following are the arrivals and departures at Southampton docks for the past five years:

Year.	Passengers.	Troops.	Total.
1895	209,084	21,407	230,491
1896	214,424	25,637	240,061
1897	203,817	38,436	242,303
1898	189,372	50,829	240,264
1899	208,280	90,303	298,583

TRADE OF SOUTHAMPTON WITH THE UNITED STATES FOR THE YEAR 1899.

Specie.

	Imports from United States.	Exports to United States.
Gold bullion	....	£800,000
Gold coin	£714,166	296,200
Silver bullion	4,493,168	....
Silver coin	120,128	9,600
Total	5,327,462	1,105,800

Imports of merchandise from the United States.

Articles.	Value.		Articles.	Value.	
	English currency.	United States currency.[1]		English currency.	United States currency.[1]
Spirits, sweetened	£33,216	$161,000	Hams	£27,390	$131,000
Tobacco, manufactured	2,260	9,700	Hops	46,055	223,800
Bacon	823,533	4,010,000	Sewing machines	34,097	165,000
Beef, fresh	592,166	2,880,000	Cycles	58,363	282,000
Books	21,550	107,000	Machinery	151,074	734,800
Butter	83,567	400,000	Iron manufactures	33,798	165,000
Caoutchouc, manufactures of	32,656	160,600	Lard	53,589	257,900
Cheese	22,128	107,000	Leather, dressed	69,511	340,600
Wheat	16,490	78,000	Boots and shoes	32,205	155,700
Oats	25,070	121,000	Paper	13,531	67,000
Corn	26,581	131,000	Petroleum	36,253	175,000
Flour, wheat	80,209	389,000	Plumbago	40,213	194,600
Drugs	55,120	267,000	Pork, fresh	38,352	186,000
Oysters	22,740	111,900	Furs, seal	30,766	145,900
Apples	21,583	107,000	Skins	132,288	642,000
Pears	33,837	165,000	Goods, manufactured	359,014	1,747,000
			Total	3,049,405	14,840,000

[1] In round numbers.

Exports of British products to the United States.

Articles.	Value.		Articles.	Value.	
	English currency.	United States currency.		English currency.	United States currency.
Apparel	£11,170	$53,500	Perfumery	£3,483	$14,000
Arms and ammunition	3,538	19,000	Pickles	10,634	48,000
Biscuit and bread	5,243	24,000	Pictures	14,435	68,000
Books	89,716	437,900	Prints	5,331	24,000
Chemicals	5,112	24,000	Seeds	3,889	14,500
Cotton yarn	10,918	53,000	Silk yarn	16,448	78,000
Cotton manufactures	231,308	1,124,000	Mixed yarn	27,776	136,000
Earthenware	3,433	14,500	Skins	140,350	681,310
Furniture	4,208	19,000	Soap	23,222	112,000
Haberdashery	7,443	34,000	Spirits, British	15,594	63,000
Leather	48,987	238,000	Stationery	11,163	53,500
Linen	3,449	14,500	Woolen fabrics	27,505	133,800
Medicines	9,471	43,700	Worsted	27,452	133,500
Oil	4,840	24,000	Hosiery, etc	6,095	29,000
Paints	4,300	19,000			
Paper	6,015	29,000	Total	782,438	3,759,900

Exports of foreign products from Southampton to the United States.

Articles.	Value.		Articles.	Value.	
	English currency.	United States currency.		English currency.	United States currency.
Caoutchouc	£28,954	$141,000	Shells	£36,103	$175,000
China and earthen ware	119,711	584,000	Silks, manufactures	21,091	102,000
			Skins:		
Opium	9,464	44,000	Goat, undressed	23,592	111,900
Drugs	56,630	272,500	Sheep, undressed	29,533	143,500
Feathers	36,393	175,000	Other sorts	127,594	620,000
Gums	75,806	369,800	Straw plaiting	54,006	262,700
Hides, raw	29,165	141,600	Woolen manufactures	11,153	53,500
Lace	200,166	973,000	Precious stones	43,458	209,000
Leather manufactures	6,101	29,000			
Tin	306,555	1,489,000	Total	1,215,475	5,896,500

Total imports from the United States in 1899:

Specie	£5,327,462=	$25,926,093.82
Other products	3,049,405=	14,839,939.43
Total	8,376,867=	40,766,033.25
Miscellaneous articles in bond	34,727=	168,998.94
	8,411,594=	40,935,032.19

Total exports to the United States in 1899:			
Specie	£1,105,800	=	$5,381,375.70
Other products:			
British	782,438	=	3,807,734.53
Foreign	1,215,475	=	5,915,109.09
Total exports	4,103,713	=	15,104,219.32
Excess of imports from the United States to Southampton over exports	4,307,881	=	25,830,812.87

GENERAL TRADE.

The following are the imports of the principal dutiable articles at Southampton for the year 1899, with the country of origin:

Articles.	Countries from which imported.	Value.	
Cocoa	British West Indies	£189,218	
	Ecuador	130,641	
	Brazil	36,800	
	Republic of Colombia	9,819	
	France	7,998	
Total		374,476	$1,822,387
Cocoa, prepared	France	20,123	97,928
Coffee	Brazil	140,598	
	British West Indies	63,601	
	Republic of Colombia	105,802	
	Guatemala	70,541	
	Costa Rica	48,944	
	Nicaragua	26,135	
	San Salvador	14,122	
	Mexico	9,467	
Total		479,210	2,332,075
Brandy	France	29,642	144,253
Spirits, sweetened	United States	33,216	
	France	26,866	
Total		60,082	292,399
Tobacco, manufactured	France	3,249	
	British West Indies	2,360	
	United States	2,260	
Total		7,869	38,294
Wine	France	101,676	494,806
Grand total		1,073,078	5,222,142

Other articles imported at Southampton were:

Articles.	Countries from which imported.	Value.	
Animals, cattle	Channel Islands	£33,110	$161,130
Bacon	United States	823,533	4,007,723
Beef, fresh	do	592,166	2,881,776
Books	do	21,550	104,872
Butter	France	1,691,804	8,233,164
	United States	83,567	406,679
	Argentina	54,402	264,747
Total		1,829,773	8,904,590
Caoutchouc	Republic of Colombia	33,300	162,054
	Brazil	87,556	426,091
	Uruguay	67,020	326,153
Total		187,876	914,298
Caoutchouc, manufactures of	United States	32,656	158,919

Articles.	Countries from which imported.	Value.	
Cheese	Holland	£84,445	$410,952
	United States	22,128	107,686
Total		106,573	518,638
China and earthenware	France	145,295	707,565
Copper manufactures	....do	203,326	989,457
Cork, manufactured	Portugal	24,414	118,811
Wheat	United States	16,490	80,249
Barley	Russia, south	156,496	761,588
Oats	United States	25,070	122,003
	Russia, north	20,599	100,245
Total		45,669	222,248
Corn	United States	26,581	729,356
	Roumania	27,262	132,671
	Argentina	56,928	277,040
Total		110,771	539,067
Flour, wheat	United States	80,209	390,337
Cotton manufactures (not muslin).	France	40,947	199,269
Drugs, not otherwise enumerated.	United States	55,120	268,241
	Peru	34,346	167,145
Total		89,466	435,386
Dyestuffs, indigo	San Salvador	35,290	171,739
Eggs	France	236,693	1,151,866
Embroidery	....do	19,722	95,977
Feathers, ornamental	Cape of Good Hope	431,152	2,098,201
Oysters	United States	22,740	110,664
Apples	....do	21,583	105,034
	France	22,481	109,404
Total		44,064	214,438
Grapes	Channel Islands	38,502	187,370
Nuts, used as fruit	France	50,050	243,568
Pears	United States	33,837	164,668
	France	50,046	246,469
Total		84,483	411,137
Fruit, not otherwise enumerated.	France	29,142	141,819
	Madeira	19,974	97,208
Total		49,116	239,022
Gutta-percha	British Guiana	27,517	133,951
	Venezuela	12,710	61,853
Total		40,227	195,804
Hams	United States	27,890	133,293
Hides, dry	Brazil	37,786	183,886
Hops	United States	46,055	224,126
Iron, manufactures of:			
Sewing machines	....do	34,097	165,933
Eyelets	....do	58,363	284,023
Machinery	....do	151,074	735,202
Not otherwise enumerated.	....do	33,798	164,478
Total		277,332	1,349,636
Lard	United States	53,589	260,791
Leather, dressed	....do	69,511	338,275
Boots and shoes	....do	32,205	156,726
	France	68,520	333,453
Total		100,725	490,179
Meat:			
Preserved beef	Argentine Republic	15,000	72,998
Other sorts	Uruguay	35,984	117,116
Oil-seed cake, linseed	Germany	26,905	130,933
Oleomargarine	France	23,066	112,251
Paper	United States	13,541	65,897
	France	10,424	50,728
Total		23,965	116,625
Petroleum, illuminating	United States	36,253	176,425

Articles.	Countries from which imported.	Value.	
Plants	Republic of Colombia	£7,801	$85,530
	Brazil	6,243	30,382
Total		13,544	65,912
Plumbago	United States	40,213	195,697
Pork, fresh	do	38,352	186,640
Potatoes	France	262,575	985,834
	Channel Islands	167,614	815,693
Total		430,189	1,801,527
Seeds:			
Clover and grass	France	35,749	173,972
Cotton	Egypt	54,400	264,738
Silk:			
Stuffs, silk or satin	France	212,294	1,033,129
Ribbons, silk or satin	do	96,150	467,914
Silver ore	Republic of Colombia	40,500	197,093
Skins:			
Goat, undressed	Cape of Good Hope	53,244	259,112
Sheep	do	152,912	744,146
Do	Argentine Republic	46,635	226,949
Furs, seal	United States	30,766	149,723
Do	Uruguay	17,150	83,460
Not otherwise enumerated.	United States	32,288	643,779
Total		432,995	2,107,169
Spices:			
Ginger	British West Indies	26,766	130,257
Not otherwise enumerated.	do	81,199	395,155
Total		107,965	525,412
Straw platting	France	18,452	89,797
Sugar, refined	Germany	43,585	212,106
	France	33,519	163,120
Total		77,104	375,226
Sugar, unrefined	British West Indies	13,897	67,630
	British Guiana	26,385	128,403
Total		40,282	196,033
Vegetables, raw	Channel Islands	214,651	1,044,599
	France	64,938	316,021
Total		279,589	1,360,620
Wood, sawn fir	Russia North	84,895	413,842
	Sweden	64,008	311,495
	Germany	26,756	130,208
Total		175,659	855,545
Wool:			
Goats mohair	Cape of Good Hope	436,135	2,122,451
Sheep	France	37,146	180,771
	Cape of Good Hope	1,148,460	5,588,981
	Natal	73,399	367,196
	Argentine Republic	21,490	104,581
Total		1,280,495	6,241,529
Wool, otherwise specified	France	42,232	205,522
Woolen stuffs	do	50,370	245,125
Goods, unmanufactured	Channel Islands	28,627	139,313
	Brazil	32,805	159,646
Total		61,432	298,959
Goods, manfactured	France	30,917	150,458
	United States	359,014	747,142
Total		389,931	1,897,600
Parcel post	Channel Islands	141,401	688,128

Registered exports of the principal articles of British and Irish produce and manufacture from Southampton to the different countries during 1899.

Articles.	Countries to which exported.	Value.	
Apparel	United States	£11,170	$54,359
	Brazil	13,141	63,951
	Channel Islands	11,122	54,125
	Cape of Good Hope	471,997	2,296,973
	Natal	52,724	256,581
	Canada	19,350	94,167
	British West Indies	85,464	415,910
	British Guiana	14,120	68,715
Total		679,088	3,304,781
Arms, small firearms	Cape of Good Hope	6,441	31,345
	Natal	2,134	10,385
Total		8,575	41,730
Arms and ammunition	Portuguese East Africa	3,646	17,743
	United States	3,538	17,217
	Cape of Good Hope	14,111	68,671
Total		21,295	103,631
Bags	Guatemala	4,024	19,582
	Costa Rica	2,582	12,565
	Ecuador	2,473	12,035
Total		9,079	44,182
Beer	Channel Islands	16,526	80,424
	Cape of Good Hope	6,671	32,464
	British West Indies	19,386	94,342
Total		42,588	207,230
Biscuit and bread	France	7,039	34,255
	Java	9,318	45,346
	United States	5,243	25,515
	Channel Islands	10,678	51,964
	Cape of Good Hope	6,537	31,812
Total		38,815	188,892
Books	United States	89,716	436,603
	Cape of Good Hope	85,588	416,514
	Natal	12,194	59,342
	Canada	20,187	98,240
	British West Indies	12,028	58,534
Total		219,713	1,069,233
Brass	Cape of Good Hope	2,386	11,611
Candles	Portuguese East Africa	3,873	18,848
	Cape of Good Hope	5,379	26,177
Total		9,252	45,025
Caoutchouc	Brazil	13,256	64,510
Carriages, passenger	Cape of Good Hope	11,472	55,828
Carriages, goods	Natal	5,127	24,951
Carriages, cycles	Channel Islands	4,845	23,578
	Cape of Good Hope	14,184	69,026
Total		19,029	92,604
Carriages, miscellaneous	Cape of Good Hope	4,414	21,481
Cement	do	5,498	26,756
Chemicals, dyestuffs, etc.	France	4,059	19,753
	Portuguese East Africa	10,532	51,254
	United States	5,112	24,878
	Argentina	30,106	146,511
	Cape of Good Hope	22,040	107,157
Total		71,849	349,553
Coal products	France	7,063	34,372
Cocoa	Channel Islands	3,177	15,461
	Cape of Good Hope	2,139	10,409
Total		5,316	25,860

Registered exports of the principal articles of British and Irish produce and manufacture from Southampton to the different countries during 1899—Continued.

Articles.	Countries to which exported.	Value.	
Copper manufactures	Java	£8,433	$41,039
	Brazil	4,639	22,576
Total		13,072	63,615
Cordage	Argentina	4,336	21,101
	Cape of Good Hope	2,821	13,728
Total		7,157	34,829
Corn, all sorts	Cape of Good Hope	13,251	64,486
	Channel Islands	6,531	31,783
Total		19,782	96,269
Cotton, yarn	Java	24,666	120,037
	United States	10,918	53,132
	Argentina	31,624	153,898
Total		67,208	327,067
Cotton manufactures (entered at yard).	Java	898,709	4,373,567
	Other Dutch ports	107,668	523,966
	United States	81,348	395,882
	Brazil	343,814	1,673,171
	Argentina	301,790	1,468,661
	Cape of Good Hope	146,112	711,054
	British West Indies	255,849	1,245,089
Total		2,135,290	10,191,390
Cotton manufactures (entered at value).	Java	37,405	182,031
	United States	149,660	728,410
	Brazil	26,372	128,339
	Argentina	39,157	190,558
	Cape of Good Hope	54,005	262,815
	British West Indies	65,686	319,661
Total		372,285	1,811,814
Cutlery	Cape of Good Hope	12,967	63,104
Earthenware	United States	3,433	16,707
	Channel Islands	4,217	20,522
	Cape of Good Hope	7,319	35,618
Total		14,969	72,847
Electric-lighting apparatus	Cape of Good Hope	16,746	81,494
	Argentina	3,242	15,777
Total		19,988	97,271
Fish, all sorts	France	10,866	52,859
	Channel Islands	7,672	37,336
Total		18,538	90,194
Furniture	United States	4,208	20,478
	Cape of Good Hope	36,597	178,099
Total		40,805	198,577
Haberdashery	United States	7,443	36,221
	Cape of Good Hope	91,555	445,552
	Natal	16,060	78,156
	Canada	30,907	150,409
	British West Indies	71,933	352,062
Total		217,898	1,062,400
Hardware	Java	3,376	16,429
	Cape of Good Hope	26,157	127,293
Total		29,533	143,722

Registered exports of the principal articles of British and Irish produce and manufacture from Southampton to the different countries during 1899—Continued.

Articles.	Countries to which exported.	Value.	
Hats	Argentina	£7,505	$36,523
	Cape of Good Hope	31,628	153,918
	British West Indies	25,170	122,490
Total		64,303	312,931
Implements, all sorts	Brazil	8,302	40,401
	Cape of Good Hope	14,187	69,041
Total		22,489	109,442
Instruments	Cape of Good Hope	9,363	45,565
Iron, pig, etc	do	3,691	17,962
Iron, railroad	do	5,903	28,727
	Natal	7,651	37,234
Total		13,554	65,961
Iron, steel, unwrought	Cape of Good Hope	5,161	....
Iron, all other	Russia, North	7,213	25,116
	France	7,823	38,071
	Cape of Good Hope	36,734	178,766
Total		51,770	241,953
Jute yarn	Brazil	72,191	351,318
Jute piece goods	do	7,218	35,126
	Uruguay	7,928	38,382
	Argentina	93,202	453,568
Total		108,348	527,276
Lead, pig and sheet	Java	5,818	28,313
Leather, unwrought	Brazil	8,564	41,677
	Cape of Good Hope	5,191	25,262
Total		13,755	66,939
Leather, boots and shoes	Brazil	13,296	64,705
	Argentina	13,165	64,067
	Channel Islands	18,318	89,145
	Cape of Good Hope	180,322	877,537
	Natal	28,249	137,474
	British West Indies	56,152	273,264
Total		309,502	1,506,192
Leather, other sorts	United States	48,987	238,395
	Cape of Good Hope	10,990	53,483
Total		59,977	291,878
Linen, piece goods	Java	8,396	40,859
	Brazil	16,531	80,448
	Argentina	6,165	30,002
Total		31,092	151,309
Linen, other sorts	United States	3,449	16,785
	Cape of Good Hope	6,118	29,773
Total		9,567	46,558
Machinery	France	16,515	80,370
	Java	115,341	561,307
	Other Dutch ports	10,425	50,733
	Cape of Good Hope	116,004	564,583
Total		258,285	1,256,943
Manure	Channel Islands	5,519	26,858
Medicines	United States	9,471	46,091
	Brazil	13,677	66,559
	Cape	20,255	98,571
	British West Indies	8,976	43,682
Total		52,379	254,908
Metals	France	9,746	....

Registered exports of the principal articles of British and Irish produce and manufacture from Southampton to the different countries during 1899—Continued.

Articles.	Countries to which exported.	Value.	
Milk	Cape of Good Hope	£19,707	$47,429
	British West Indies	5,116	24,897
Total		24,823	72,326
Musical instruments	Cape of Good Hope	6,142	29,890
Oilcloth	do	7,921	38,548
	Java	5,076	24,702
Total		12,997	63,250
Oil, seed	Brazil	4,345	21,145
Oil, other sorts	Portuguese East Africa	3,131	15,237
	United States	4,840	23,554
Total		12,316	61,936
Paints	United States	4,300	20,926
	Cape of Good Hope	6,232	30,328
Total		10,532	51,254
Paper, all sorts	Cape of Good Hope	25,752	125,322
	United States	6,015	29,272
	Argentina	3,766	18,327
Total		35,533	172,921
Perfumery	United States	3,483	16,950
	British West Indies	2,303	11,208
Total		5,786	28,158
Pickles	British West Indies	6,716	32,683
	Java	4,001	19,470
	United States	10,634	51,750
	Channel Islands	9,604	46,738
	Cape of Good Hope	29,548	143,795
Total		60,503	294,436
Pictures	United States	14,345	69,809
Plate and plated ware	Cape of Good Hope	7,483	36,416
Prints	United States	5,331	25,943
Provisions and meat	Brazil	15,293	74,423
	Channel Islands	18,936	92,192
	Cape of Good Hope	40,015	194,733
Total		74,244	361,348
Saddlery	Cape of Good Hope	22,735	110,640
Seeds	United States	3,889	18,926
Ships and boats	Java	1,480	7,202
	Sierra Leone	2,085	10,146
Total		3,565	17,348
Silk yarn	United States	16,448	80,044
Silk, all other, and mixed	do	27,776	13,509
	Canada	14,174	68,978
Total		58,398	162,531
Skins, all sorts	United States	140,350	683,013
Soap	do	23,222	113,010
	Cape of Good Hope	5,545	26,985
Total		28,767	139,995
Spirits, British	Portuguese East Africa	4,030	19,612
	United States	15,594	75,888
	Channel Islands	5,356	26,065
	Cape of Good Hope	4,291	20,882
Total		29,271	142,447
Stationery	United States	11,163	54,325
	Cape of Good Hope	34,643	168,590
	British West Indies	10,445	50,831
Total		56,251	273,746

Registered exports of the principal articles of British and Irish produce and manufacture from Southampton to the different countries during 1899—Continued.

Articles.	Countries to which exported.	Value.	
Telegraph	Argentina	£6,471	$31,491
Umbrellas	Cape of Good Hope	5,581	27,160
Wood, manufactures	....do	8,126	39,545
Worsted fabrics	Java	6,215	30,245
	United States	27,452	133,595
	Brazil	24,119	117,375
	Argentina	48,239	234,755
	Cape of Good Hope	54,084	263,200
	British West Indies	22,822	111,063
Total		182,931	890,313
Woolen fabrics	Java	7,351	36,774
	United States	27,505	133,853
	Ecuador	9,406	45,774
	Peru	17,527	85,295
	Brazil	43,767	212,992
	Argentina	60,755	295,664
Total		166,311	810,352
Wool, flannel, and carpet	Cape of Good Hope	8,647	42,080
	British West Indies	10,195	49,614
Wool blankets	Cape of Good Hope	3,657	17,797
Wool shawls, rugs, hosiery, etc.	United States	6,095	29,661
	Cape of Good Hope	72,169	351,210
Total		100,763	490,362
Grand total		6,333,226	30,820,644

Exports of principal foreign articles to the different countries.

Articles.	Countries from which exported.	Value.	
Bacon and hams	France	£7,010	$34,114
	Channel Islands	9,086	44,188
Total		16,096	78,302
Butter	France	17,909	87,154
	Brazil	13,458	65,493
	British West Indies	12,122	58,992
Total		43,489	211,639
Caoutchouc	United States	28,954	140,905
Cheese	Cape of Good Hope	32,137	156,395
	Brazil	23,968	116,640
	Channel Islands	7,279	35,423
Total		63,384	208,458
China, porcelain, earthenware.	United States	119,711	582,574
Coffee	Malta	4,535	22,070
	Germany	2,697	13,225
Total		7,232	35,295
Cotton, manufactures	Cape of Good Hope	5,694	27,710
Drugs, opium	Peru	22,383	108,927
	United States	9,464	46,057
Total		31,847	154,984
Drugs, unrated	United States	56,630	275,590
Feathers, ornamental	....do	36,493	177,107
	Germany	9,353	45,516
Total		45,746	222,623
Fish, cured or salted	Cape of Good Hope	8,811	42,879
Gum, all sorts	United States	75,806	368,910

Exports of principal foreign articles to the different countries—Continued.

Articles.	Countries from which exported.	Value.	
Hides, raw	United States	£29,165	$141,931
	Belgium	6,867	33,418
Total		36,032	175,359
Lace	United States	200,166	974,079
Leather, manufactures	.....do	6,101	29,691
	Cape of Good Hope	12,522	60,938
Total		18,623	90,629
Tin, blocks, ingots, bars, or slabs.	United States	306,555	1,491,850
Milk, condensed	British West Indies	7,002	34,075
	Cape of Good Hope	4,298	20,916
Total		11,300	54,991
Shells	United States	36,103	175,695
Silk manufactures	Canada	58,481	284,598
	Cape of Good Hope	21,619	105,209
	United States	21,091	102,639
Total		101,191	492,446
Skins, goat, undressed	United States	23,592	114,810
Skins, sheep, undressed	.....do	29,533	143,722
	France	12,770	62,145
Skins, all other sorts	United States	127,594	620,936
Total		193,489	941,613
Straw plaiting, hats or bonnets.	United States	54,006	262,791
Tobacco, foreign, all kinds	Cape of Good Hope	7,682	37,384
Wool, sheep or lamb	Germany	285,172	1,387,790
	Belgium	58,649	285,415
Total		343,821	1,673,205
Woolen manufactures	United States	11,153	54,276
	Canada	6,148	29,919
	Cape of Good Hope	5,312	25,851
Total		22,613	110,046
Precious stones	United States	43,458	211,488
Grand total		1,878,439	9,141,423

Value of goods passing through Southampton under bond during 1899 and country of shipment.

Articles.	Shipped from—	Value.	
Brandy	France	£94,581	$460,278
Rum	.....do	516	2,511
Geneva	Holland	9,193	44,738
Spirits, otherwise specified	.....do	3,764	18,318
	France	17,823	86,736
Total		21,587	105,054
Tea	Channel Islands	12,000	58.398
Tobacco, unmanufactured	Republic of Colombia	169,944	827,032
	Brazil	27,212	132,427
Total		197,156	959,459
Tobacco, manufactured	Holland	20,761	101,033
Wines	France	41,996	204,374
	Germany	5,408	26,318
Total		47,404	230,692

Value of goods passing through Southampton under bond during 1899 and country of shipment—Continued.

Articles.	Shipped from—	Value.	
All other articles	France	£1,109,817	$5,400,924
	Republic of Colombia	463,253	2,254,421
	Brazil	180,388	877,858
	Germany	171,737	835,758
	Belgium	126,473	615,481
	Holland	124,803	607,354
	Ecuador	116,971	569,239
	United States	34,727	168,998
	Denmark	26,310	128,038
	Spain	15,230	73,983
	Portugal	13,305	64,749
	Cape of Good Hope	12,773	62,160
Total		2,395,787	11,658,963
Grand total		2,798,985	13,621,260

AGRICULTURE.

In the matter of food imports, the following shows the quantities and values of three minor food products in 1899, as compared with 1898:

Articles.	1898.			1899.		
	Quantity.	Value.		Quantity.	Value.	
	Cwt.			*Cwt.*		
Butter	3,209,153	£15,961,783	$77,678,017	3,389,851	£17,213,516	$83,769,576
Margarine	900,615	2,384,384	11,603,605	953,175	2,549,376	12,406,529
Cheese	2,339,452	4,970,242	24,187,634	2,389,313	5,515,091	26,839,190
Total	6,449,220	23,316,409	113,469,256	6,732,339	25,277,983	123,015,295

The 1899 import of butter was the highest on record.

In 1898 and 1899, butter and cheese came from the following countries:

Country.	Butter.		Cheese.	
	1898.	1899.	1898.	1899.
	Cwt.	*Cwt.*	*Cwt.*	*Cwt.*
Denmark	1,465,030	1,430,052	....	....
Australasia	228,563	366,944	44,608	37,494
France	416,821	353,942	33,086	34,307
Holland	269,324	284,810	292,925	328,585
Canada	156,865	250,083	1,432,181	1,337,198
Sweden	294,962	245,599	485,995	590,737
United States	66,712	159,137	....	....
Germany	41,231	36,953	....	....
Other countries	269,645	262,331	50,657	60,992
Total	3,209,153	3,389,851	2,339,452	2,389,313

Imports of oleomargarine, 1899.

	Cwt.
Holland	897,806
France	27,721
Norway	8,278
Other countries	19,370
Total	953,175

I give the above table to show that even in articles like butter, the United States shows an increase.

The following table gives food products which need not come from nearby countries. It shows total value of certain food products imported into Great Britain, with the proportion which comes from the United States.

Articles.	1899.			
	Total value.		Imported from United States.	
Live cattle	£8,572,114	$41,716,193	£5,541,781	$26,969,077
Fresh beef	7,344,723	35,743,094	5,712,251	27,798,669
Live sheep	942,891	4,588,579	184,466	897,704
Bacon	10,400,602	50,614,530	6,522,180	31,740,189
Hams	4,094,500	19,925,884	3,781,007	18,400,271
Salt pork	305,829	1,488,317	199,850	972,570
Lard	3,068,985	14,935,216	2,909,132	14,157,291
Cheese	5,515,091	26,839,190	1,380,609	6,718,733
Wheat	22,282,701	108,438,764	11,811,700	57,481,638
Flour	10,700,990	52,076,368	8,563,884	41,676.141
Total	£73,228,426	$356,366,135	46,606,860	226,812,233

The frozen meat brought from the United States in 1899 amounted to 2,756,796 hundredweight, the highest on record.

The area in crops in Great Britain for the year 1900, as compared with 1899, is as follows:

Articles.	1899.	1900.	Articles.	1899.	1900.
	Acres.	*Acres.*		*Acres.*	*Acres.*
Wheat	2,000,981	1,845,042	Potatoes	547,682	561,361
Barley	1,982,108	1,990,265	Rotation hay	2,214,883	2,201,781
Oats	2,959,755	3,026,088	Permanent hay	4 339,085	4,373,099

The average value of wheat in 1898–99 was 26s. 1d. ($6.34) per imperial quarter, as compared with 26s. 4d. ($6.40) in 1899–1900; of barley, 26s. 1d ($6.34) in 1898–99, and 25s. ($6.08) in 1899–1900; of oats, 17s. 3d. ($4.19) in 1898–99, and 17s. 4d. ($4.22) in 1899–1900.

The prices of the principal crops in this section on September 1, 1900, as compared with August 1, 1900, were as follows:

Articles.	Hampshire.		Dorsetshire.		Wiltshire.	
	Sept. 1.	Aug. 1.	Sept. 1.	Aug. 1.	Sept. 1.	Aug. 1.
Wheat	$0.77	$0.82	$0.76	$0.84	$0.87	$0.89
Barley	.90	.87	.87	.86	.92	.90
Oats	.80	82	.78	.80	.86	.90
Beans	.85	.90	.92	.95	.89	.91
Potatoes	.94	.93	.94	.96	.92	.95
Roots	.90	.81	98	.89	1.00	.86

COMMERCE OF GREAT BRITAIN.

The following are the imports into Great Britain of certain food products for the first eight months of 1900, as compared with the same period of last year:

Imports.		1899.	1900.
Cattle for food	number..	355,163	327,790
Sheep for food	do....	483,905	800,518
Fresh beef	cwt..	2,462,173	2,741,658
Fresh mutton	do....	2,418,626	2,486,914
All dead meat	do....	11,863,869	12,143,932
Butter	do....	2,320,083	2,331,764
Margarine	do....	606,757	609,781
Cheese	do....	1,462,005	1,731,683
Condensed milk	do....	533,673	671,858
Eggs	great hundred..	10,016,866	10,540,798

IMPROVEMENTS.

On account of the increased shipping at this port, the London and Southwestern Railway Company is laying four tracks on its road from London to this point. This has been completed within 24 miles of here.

Extensive improvements are also being made in the docks, the railroad lines being laid to every wharf, and a large additional frontage is being reclaimed by filling in. The amount expended by the company this year on dock improvements reaches £65,000 ($316,323), making the total cost of the docks over £3,000,000 ($14,599,500).

I desire to quote the following in regard to passenger traffic on the London and Southwestern road. It is a clipping from a local paper:

> In addition to the numerous physical alterations mentioned, the company have just decided to take the initiative in introducing on English railways a simple system of warming passenger carriages during the winter by the aid of exhaust steam from the locomotives. The new stock now in course of construction at Eastleigh is being fitted with the heating apparatus, and there will be no difficulty in adding it to all the existing carriages. When this has been done, foot warmers will forever disappear from the London and Southwestern system.

BUILDINGS AND TRAMWAYS.

During the year 1899, an isolation hospital was built, consisting of several separate houses for infectious diseases. The cost was a trifle over $110,000, exclusive of heating, lighting, etc. It was opened on November 1, 1899. The four buildings for patients contain 72 beds, and they are so arranged as to give 2,000 cubic feet of air space for each scarlet-fever patient, and 2,500 for each typhoid or diphtheria patient.

Another building, erected last year at a cost of about $50,000, was a municipal lodging house. In this, the poorer classes to the number of 186 can find accommodations at 6d. (12 cents) per night.

In 1898, the corporation purchased the tramways for about £51,000. There were some 6 miles of track and 3 miles of 'buses. During 1899 and this year, this service has been changed into an electric system. The charges are 1d. (2 cents) for short distances, and 2d. (4 cents) to the end of the line (about 3 miles from the docks to Shirley, and about 3 miles from the docks to Portswood). Cars move to Shirley at intervals of ten minutes, and to Portswood at intervals of ten minutes. The estimated profits of the lines this year will be about £8,000, or $40,000.

HEALTH.

The births during the year 1899 were 2,995: Males, 1,534; females, 1,461. The deaths were 1,992: Males, 1,072; females, 920. Of the deaths, 534 were under the age of 1 year, 211 from 1 to 5 years, 77 from 5 to 15 years, 66 from 15 to 25, 533 from 25 to 60, and 571 over 60. The total number of marriages was 896.

The following table shows the deaths from various causes during 1899 as compared with 1898:

Cause.	1898.	1899.	Cause.	1898.	1899.
Smallpox	4	....	Influenza	15	22
Scarlatina	3	1	Phthisis	135	165
Diphtheria	54	50	Cancer	101	91
Membranous croup	4	2	Bronchitis, pneumonia, and pleurisy	219	301
Enteric or typhoid fever	24	20	Heart disease	164	161
Puerperal fever	1	1	Injuries	56	66
Erysipelas	2	4	Other diseases	794	877
Measles	16	31	Total	1,756	1,992
Whooping cough	26	40			
Diarrhea and dysentery	136	153			
Rheumatic fever	2	7			

Classified, the deaths for 1899 were as follows:

Zymotic diseases	329	Local diseases	953
Parasitic diseases	1	Deaths from violence	66
Dietetic diseases	10	Ill-defined causes	71
Constitutional diseases	348		
Developmental diseases	214	Total	1,992

The population of Southampton on January 1, 1900, was about 105,831, as compared with 103,168 on January 1, 1899.

CLIMATE.

The following table shows the climate of Southampton for the year 1899:

[Barometer corrected and reduced to 32° at mean sea level.]

Month.	Barometer.					
	Mean at—		Maximum.	Date.	Minimum.	Date.
	9 a. m.	9 p. m.				
	Inch.	*Inch.*	*Inch.*		*Inch.*	
January	29.866	29.861	30.679	Jan. 25	28.930	Jan. 2
February	29.900	29.918	30.734	Feb. 28	29.248	Feb. 13
March	30.102	30.112	30.724	Mar. 1	29.117	Mar. 9
April	29.865	29.862	30.327	Apr. 22	28.887	Apr. 13
May	30.042	30.034	30.490	May 28	29.434	May 15
June	30.083	30.053	30.425	June 8	29.364	June 20
July	30.097	30.101	30.441	July 31	29.574	July 1
August	30.104	30.079	30.414	Aug. 1	29.785	Aug. 31
September	29.914	29.887	30.253	Sept. 11	29.311	Sept. 30
October	30.082	30.089	30.418	Oct. 21	29.193	Oct. 1
November	30.223	30.215	30.716	Nov. 17	29.484	Nov. 8
December	29.918	29.900	30.559	Dec. 3	28.630	Dec. 29
The year	30.016	30.009	30.734	Feb. 28	28.630	Dec. 29

Climate of Southampton for the year 1899—Continued.

Month.	Temperature.								
	Mean at— 9 a. m.	Mean at— 9 p. m.	Mean maximum in air.	Mean minimum in air.	Approximate mean.	Highest maximum.	Date.	Lowest minimum.	Date.
January	42.1	42.9	48.7	38.1	43.4	55.8	Jan. 21	28.4	Jan. 26
February	42.0	42.1	50.0	37.7	43.8	60.9	Feb. 10	25.5	Feb. 28
March	42.1	41.3	52.3	33.8	43.0	63.2	Mar. 15	23.2	Mar. 24
April	50.3	46.9	55.8	42.0	48.9	64.7	Apr. 1	33.1	Apr. 12
May	55.1	51.0	61.8	44.4	53.1	69.5	May 8	83.5	May 5
June	65.9	60.0	73.5	51.9	62.7	83.4	June 5	43.2	June 15
July	69.7	64.9	77.0	57.2	67.1	87.3	July 30	64.9	July 22
August	71.1	65.1	78.3	57.3	67.8	87.8	Aug. 3	50.9	Aug. 22
September	60.7	57.4	68.6	51.1	50.8	85.6	Sept. 5	37.9	Sept. 29
October	50.1	49.2	60.5	42.8	51.6	65.3	Oct. 12	31.8	Oct. 14
November	48.0	48.2	54.3	43.3	48.9	61.6	Nov. 5	31.3	Nov. 19
December	37.3	37.7	44.1	33.4	38.7	56.6	Dec. 1	20.9	Dec. 15
The year	52.9	50.6	60.4	44.4	52.4	87.8	Aug. 3	20.9	Dec. 15

Month.	Rainfall.				Recorded sunshine.		
	Total.	Greatest quantity in 24 hours.	Date.	Number days when 0.01 or more inches rain.	Total number hours.	Maximum number hours.	Date.
	Inches.						
January	3.996	0.770	Jan. 20	18	60.3	7.1	Jan. 26
February	3.131	.538	Feb. 6	12	105.0	9.0	Feb. 22
March	.876	.340	Mar. 25	7	169.3	9.5	Mar. 24
April	2.895	.660	Apr. 13	19	135.9	12.2	Apr. 19
May	1.180	.313	May 24	8	220.5	14.1	May 31
June	1.373	.347	June 30	8	293.2	15.0	June 15
July	1.332	.570	July 1	5	291.0	14.1	July 19
August	.575	.273	Aug. 29	6	293.9	13.7	Aug. 1
September	3.169	1.118	Sept. 6	16	182.0	11.8	Sept. 4
October	2.186	.782	Oct. 27	8	147.0	9.3	Oct. 13
November	5.308	1.750	Nov. 3	9	62.9	7.8	Nov. 1
December	1.588	.265	Dec. 28	17	38.6	6.5	Dec. 25
The year	27.609	1.750	Nov. 3	133	1,999.6	15.0	June 15

JOHN E. HOPLEY, *Consul.*

SOUTHAMPTON, *October 10, 1900.*

TUNSTALL.

The English board of trade returns for the six months ended June 30, 1900, of earthenware, china, Parian, and porcelain exported from the United Kingdom to the United States were £305,897 ($1,488,647.75), against £317,963 ($1,547,366.94) in 1899, and £287,965 ($1,401,381.67) in 1898.

The value of declared exports of the same goods from this district to the United States for the six months ended June 30, 1900, was $1,302,950.48, or nearly 88 per cent of the total exports of crockery from this country to the United States. The last-named amount shows a falling off of $184,017.35 from the exports for the same period of 1899. This is mainly due to a strike among potters here, which commenced in April and lasted about eight weeks. The terms of settlement were a 5 per cent increase to the work people.

The total exports of crockery to all countries for the month of June were £52,096, or $253,525.18, less than for the same month of 1899.

The number of packages of crockery shipped from this district to the United States, according to the return of Messrs. David Inglis &

Co., of Liverpool, for the six months ended June 30, 1900, is 33,065, against 39,509 for the corresponding period of 1899.

I give below three tables taken from the report of Mr. W. N. Atkinson, inspector of mines for the North Staffordshire district. Later statistics than these are not obtainable here. It will be seen that Table No. 1 shows a general increase in the output up to January 1 last, which seems to have continued in the months immediately following.

OUTPUT OF MINERALS.

Table showing the output of minerals from mines under the coal-mines regulation act in the North Stafford inspection district during the year 1899.

TABLE No. 1.—*Quantity of mineral raised.*

County.	Coal.	Fire clay.	Ironstone.	Oil shale.	Other minerals.	Total.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Cheshire	721,431	17,018	....	....	[1] 1,000	739,449
Shropshire	766,219	17,876	28,511	....	[2] 160 [3] 65,169	877,935
North Staffordshire	5,311,587	15,939	1,016,398	200	[4] 5	6,344,129
Total:						
1899	6,799,237	50,833	1,044,909	200	66,334	7,961,513
1898	6,652,545	40,648	1,088,330	266	55,385	7,837,174
Increase	146,692	10,185	....	....	10,949	124,339
Decrease	....	....	43,421	66	....	....

[1] Ganister.
[2] Iron pyrites.
[3] Red clay.
[4] Mineral oil.

The figures show a total increase over the preceding year, in the output of minerals, of 124,339 tons, which is equivalent to an increase of rather more than 1½ per cent. In Cheshire, there was an increase of 17,375 tons; in Shropshire, an increase of 20,865 tons; and in North Staffordshire, an increase of 86,099 tons.

TABLE No. 2.—*Persons employed and number of mines worked, 1899.*

	County.			Total.		Increase (+) or decrease (−).
	Cheshire.	Shropshire.	North Staffordshire.	1899.	1898.	
Mines worked	22	85	89	196	186	+ 10
Below ground:						
Males—						
12 to 16 years old	90	97	809	996	950	+ 46
Over 16 years old	1,917	2,747	14,415	19,079	18,192	+ 887
Total below ground	2,007	2,844	15,224	20,075	19,142	+ 933
Above ground:						
Males—						
12 to 13 years old	1	1	....	2	1	+ 1
13 to 16 years old	32	68	477	577	525	+ 52
Over 16 years old	520	721	4,367	5,608	5,450	+ 158
Total males	553	790	4,844	6,187	5,976	+ 211
Females—						
13 to 16 years old	....	13	....	13	22	− 9
Over 16 years old	....	129	....	129	132	− 3
Total females	....	142	....	142	154	− 12
Total above ground	553	932	4,844	6,329	6,130	+ 199
Total below and above ground	2,560	3,776	20,068	26,404	25,272	+1,132

The above figures show a total increase over the preceding year in the number of persons employed of 1,132, which is equivalent to an increase of nearly 4½ per cent. In Cheshire, there was an increase of 22 persons; in Shropshire, a decrease of 75 persons; and in North Staffordshire, an increase of 1,185 persons.

QUANTITY OF MINERAL RAISED PER PERSON EMPLOYED.

TABLE No. 3.—*Output of minerals per person employed in mines under the coal-mines regulation act in the North Stafford inspection district in the year 1899.*

Portion of district.	Below ground.	Below and above ground.
	Tons.	*Tons.*
Cheshire	368	289
Shropshire	309	232
Staffordshire, North	417	316
Average for district	397	302

The corresponding figures for the United Kingdom in 1899 were 400 tons per person employed under ground, and 320 tons per person employed above ground.

The past year has been a very prosperous one for the mining industry. The demand for coal has quite overtaken the supply, and prices and wages have both risen.

Trade generally, both home and foreign, is considered satisfactory. Prices of everything have advanced in sympathy with coal, which stands about as it did in April last. As an indication of the condition of the iron industry here, old mills, idle for some years past, have started up. This last is due to the demand for railway supplies and bridges for South Africa.

American manufactures find ready sale here. Articles of wood, such as staves, hubs, wheels, and all kinds of tools are highly spoken of by operatives and masters.

There are no direct importers in the district, all goods reaching here through jobbers in London and Liverpool.

I hear of no complaints as to methods of packing from retailers of American articles.

WM. HARRISON BRADLEY, *Consul.*

TUNSTALL, *October 26, 1900.*

Declared value of exports from Tunstall to the United States during the four quarters of the year ended December 31, 1899.

Articles.	Quarter ending—				Total for the year.
	March 31.	June 30.	September 30.	December 31.	
Ale	$131.48	$141.21		$256.79	$529.48
Breeding animals	218.99				218.99
China	25,626.99	26,361.83	$44,240.50	67,049.97	163,279.29
Colors	4,742.67	1,959.74	5,080.63	4,778.14	16,561.18
Combs	285.48	442.85	182.49		910.82
Copper plates				520.35	520.35
Earthenware	670,419.99	764,306.96	677,828.52	652,343.27	2,764,898.74
Electric web			144.86		144.86
Electroplates	48.66	545.05	184.93	361.48	1,140.12
Glass	423.39	311.46	420.95	236.27	1,392.07
Hardware	1,843.92	1,352.89	766.47	111.93	4,075.21
Ink	267.66	880.84	367.42	170.33	1,686.25
Leather (chamois)		124.09			124 09
Lead pencils	1,240.96	588.85			1,829.81
Paper	1,674.24	3,793.59	1,672.07	1,876.21	9,016.11
Parian	131.40		1,154.07	106.54	1,392.01
Potters' materials	13,577.35	12,826.66	17,921.08	17,776.45	62,101.54
Tape	527.28	1,181.46	1,296.19	2,749.22	5,754.15
Tiles	48.66				48.66
Toys	1,233.65	2,666.15	3,114.56	1,848.84	8,863.20
Transfers	4,416.88	5,107.23	6,153.54	4,021.76	19,699.41
Trimmings (tailors')		302.17		172.76	474.93
Velveteen	165.82		733.58		899.40
Total	727,025.47	822,893.03	761,261.86	754,380.31	3,065,560.67
Total for preceding year	650,134.20	768,005.99	657,312.19	526,800.26	2,602,252.64
Increase	76,891.27	54,887.04	103,949.67	227,580.05	463,308.03

Nature and value of declared exports from the consular district of Tunstall to the United States during the six months ended June 30, 1900.

Articles.	Quarter ended—		Total.
	March 31.	June 30.	
Ale	$278.88		$273.88
China	42,302.03	$33,516.08	75,818.11
Colors	5,763.20	4,614.70	10,377.99
Earthenware	722,416.07	504,442.25	1,226,858.32
Electroplate	19.46		19.46
Glass		68.13	68.13
Paper	2,615.24	2,555.41	4,970.65
Parian		205.92	205.92
Potters' materials	18,219.02	22,066.35	40,285.37
Tape	1,515.51	2,504.32	4,019.83
Transfers	8,534.16	7,477.54	16,011.70
Trimmings (tailors')		136.26	136.26
Total	801,658.66	577,386.96	1,579,045.62
Total for same period, 1899	727,025.47	822,893.03	1,549,918.50
Increase	74,633.19		
Decrease		245,506.07	170,872.88

IRELAND.

DUBLIN.

During the year ended December 31, 1899, 7,357 vessels of a registered tonnage of 1,867,167 entered the port of Dublin, of which 567 vessels of 312,152 tons were engaged in the foreign trade and 6,690 vessels of 1,555,015 tons in the coasting or cross-channel trade. The total number of vessels clearing was 4,606, with a tonnage of 1,267,518, made up of 108 vessels of 77,981 tons in the foreign and 4,498 vessels of 1,189,537 tons in the coasting trade.

IMPORTS.

The total value of direct imports from foreign and colonial countries in 1899 amounted to $12,487,000. The values of the principal imports were, in round figures: Barley, $151,000; corn, $1,790,000; farinaceous foods, $41,000; flour, $2,088,000; glass, $165,000; iron, $390,000; lard, $26,000; lead, $60,000; margarine, $71,000; manures (phosphates, etc.), $286,000; oil cake, $108,000; paper, $131,000; petroleum, $630,000; pyrites, $173,000; seeds, $55,000; seed oil, $42,000; slates, $89,000; sugar, $661,000; wheat, $2,715,000; wines, $423,000; spirits, $235,000; oatmeal, $47,000; and wood, $1,333,000.

It is not possible to distinguish the origin of the imports, but the larger part of the corn, flour, paper, petroleum, and wheat comes from the United States. Much of the iron and all of the slates are American. The wines come from France, Spain, and Germany, and the spirits from France and Holland.

Most of the general merchandise imported comes via British ports, and as there are no statistics relating to the cross-channel trade, it is not possible to accurately estimate either the amount or value, except in the case of coal, of which about one million tons are annually imported. The principal cross-channel imports are beer, cement, coal, slates, tea, tobacco, and general merchandise.

The following is a rough estimate of the principal imports into Dublin from the United States for the half year ended June 30, 1900: Barley, 265,000 cwt.; flour, 660,000 cwt.; maize, 375,000 cwt.; petroleum, 2,722,000 gallons; slates, 260,000 pieces; wheat, 920,000 cwt.

EXPORTS.

There are practically no direct exports from Dublin to foreign countries, almost the entire trade being by way of Liverpool and Glasgow. The amounts of the principal exports for 1899, according to the best estimates I can get, were about as follows: Porter, 410,000 hogsheads; cattle, 305,000 head; horses, 14,000 head; sheep, 410,000 head; swine, 325,000 head. Butter, bacon and hams, mineral waters, and oatmeal were also exported in considerable quantities. Of these exports, nearly all the live stock and most of the other goods went to Great Britain. The porter was shipped to all parts of the world.

The principal exports to the United States were beer, hides, mineral waters, porter, and spirits.

For the year ended September 30, 1900, the principal exports from this consular district to the United States were, in round figures: Ale, beer, etc., $722,000; gelatine nd glue, $10,000; hides, $132,000; mackerel, $32,000; oatmeal, $9,000; sausage casings, $10,000; skins, $21,000; spirits and wines, $88,000, and woolens, $28,000. The total exports to the United States were $1,080,055, an increase over last year of $75,352.

BANKS AND RAILWAYS.

The deposits and cash balances in the joint-stock banks on June 30, 1900, amounted in round figures to $200,000,000, being an increase over the previous June total of $2,735,000 and the highest total ever recorded for June. The amount in the savings banks was $50,000,000, an increase of $1,170,000 over June, 1899.

The bank-note circulation was $32,300,000, an increase over 1899 of $2,390,000.

On June 30, 1900, there were 2,988 miles of railways open in Ireland. Their average receipts per mile for the half year ended June 30, 1900, were $2,813, an increase over 1899 of 2.9 per cent, the total receipts being $8,650,000.

A. DONN PIATT,
Acting Consul.

DUBLIN, *October 19, 1900.*

BELFAST.

In reviewing trade conditions in Belfast during the last six months of 1899 and the first six months of 1900, favorable reports are at hand of imports, exports, and the state of trade generally. For the first-mentioned period, from July 1 to December 31, 1899, the production and output of the staple industry of this city, the manufacture of textiles, was in the most prosperous state it had been for a decade or more. This was chiefly attributed to the great demand in the American market for that class of manufactured goods known as "unions," and the increased trade due to the opening of the markets in the principal cities of Cuba and Porto Rico. Flax in the raw state and yarn had their respective share in attaining this prosperous condition of affairs, although continental countries were the principal purchasers of these two articles. As a rule, after the first of the year there is a slight depression in the textile trade which lasts only till the spring. The early part of this year, however, especially in connection with exports to the United States, proved an exception to the rule, and sales were very brisk until about April, when the advanced price of cotton, aided by an overproduction, greatly reduced the sale of such union goods as damasks, huck towels, napkins, and canvas. Cotton has steadily advanced in value, and at present is 75 per cent higher than it was at this time last year. Shipbuilding, an industry to which Belfast owes much of its commercial prosperity, steadily increases in output of tonnage. Under separate heads, I shall deal with the various classes of industries in this city.

FLAX.

The cultivation of flax of late has been decreasing in Ireland, but notwithstanding the poor encouragement the farmers have received during previous years, this season's crop shows an excess in acreage over that of last season. The scarcity of labor in the agricultural districts throughout Ireland is a factor which must always exercise a powerful influence with regard to the growth of the flax crop, but it has long been felt that the farmers ought not to be called upon to deal with the crop; in other words, their duties ought to cease after the straw has been retted and dried. To this end, the flax-supply and linen merchants' associations have been endeavoring to introduce up-to-date machinery for scutching purposes, but results have not been wholly satisfactory. Prices of the coarser qualities of flax have been fully 20 per cent higher this season than last, although the better grades show only a fraction higher.

YARNS.

Local spinners had a very successful six months in 1899 and the early part of 1900; but up to the 30th of June, 1900, most of the factories were running only three-quarters time. The American West Indian trade alone kept up to the standard. The continental demand was fairly satisfactory and remains so at present. As regards the United States, hemstitched and embroidered handkerchiefs were greatly in demand in the latter part of 1899, but fell off in 1900.

SHIPBUILDING.

This trade in Belfast has shown no indication of lack of prosperity. Employment is given to about 12,000 men, and it may be of interest to note that wages to the amount of $125,000 are paid out weekly. The following tables give the names of the vessels launched during the year ended June 30, 1900, together with tonnage and horsepower, from the leading yards at this place:

FROM MESSRS. HARLAND & WOLFF, LIMITED.

Name.	Description.	Gross tonnage.	Indicated horsepower.
Persic	Steel twin-screw steamer	11,974	5,000
Michigan	do	9,494	4,300
Galeka	do	6,767	2,800
Minneapolis	do	13,401	9,800
Saxon	do	12,385	11,800
Minnehaha	do	13,403	9,800
Commonwealth	do	12,000	7,500
Devonian	Steel single-screw steamer	10,400	5,500
Total		89,824	56,500

FROM MESSRS. WORTMAN, CLARK & CO., LIMITED

Name.	Description.	Gross tonnage.	Indicated horse-power.
Sicilian	Steel single-screw steamer	6,285	3,200
Lord Downshire	do	4,810	2,800
Corinthian	do	5,960	3,200
Mimiro	do	6,225	3,000
Calderon	do	4,074	3,000
Camoeus	do	4,074	3,000
Rathlin Head	Steel twin-screw steamer	6,754	3,000
Irada	do	8,120	5,500
Mechanician	do	9,200	4,500
Africus	Lighter	160	....
Total		55,662	31,200

THE ENGINEERING TRADE (MECHANICAL).

Work in the local foundries and machine shops has been in a most flourishing condition during the past year. Machinery for preparing and spinning jute, flax, hemp, and other fibers, as well as steam engines, with shafting and pulleys complete, were turned out in great quantities. Quite a large amount of the first-named machinery was exported to the United States, while markets were found also in Russia, France, Germany, and Belgium. This trade gives employment to 2,200 men.

THE BUILDING TRADE.

In a progressive city like Belfast, which is continually increasing in population, it is only natural that the building trade should be one of the most active industries. Within the past year, the number of new streets constructed and houses erected has been very large. American timber figures prominently in this trade, the importations this year being far in excess of those of last.

PROVISIONS.

Trade during the year was by no means a profitable one for curers. Supplies of pork were very limited during the early months, and prices ruled much too high to enable curers to turn out the finished article at anything like attractive prices for retailers. This resulted in a great boon to American pork packers and lard exporters. Athough potatoes were more plentiful than during the previous year, other classes of food stuffs were much dearer. The quantity of dairy-made butter brought to market in the north of Ireland during the past twelve months was very large. Owing to the fine weather which prevailed in autumn and spring, the quality of butter obtainable was excellent. Creamery butter was very largely produced and has taken a high position in local markets, and compares favorably in value with the products of either France or Denmark.

TOBACCO.

The year has, on the whole, been a most successful one for the tobacco trade. One of the factors which assisted manufacturers was a plentiful supply of raw material, owing to a very fine crop of leaf grown in the United States during the summer of 1898, on which manufacturers were largely working. Owing to an indifferent crop in 1899, future prospects are not so satisfactory. The American-manufactured cigarette is slowly losing its popularity in this market, as a cheaper article of good quality is produced here. At one time, American manufacturers had complete control of the trade in this country, but it is claimed that in latter years, the quality has deteriorated. The popular sale of cigarettes manufactured here is by weight, and they vary in price from 14 to 18 cents per ounce of 23, whereas American cigarettes are put up in packets and sell for 12 cents per packet of 12.

LIVE STOCK.

From the agricultural statistics of Ireland, it appears that in the year ended June 30, 1900, there has been a decrease in the number of horses and mules of 12,774 compared with the previous year. Cattle, on the other hand, exhibit an increase of 100,986; sheep, an increase of 22,190, while there has been a decrease of 94,836 in the number of pigs. Of the 18,547,088 poultry enumerated in the year ended June 30, 1900, 1,108,632 were turkeys, 2,007,673 were geese, 3,027,040 were ducks, and 12,403,743 were ordinary fowls.

TIMBER AND SLATES.

Owing to the demand from builders of small property having almost ceased, there was not much activity in these trades during any portion of the year. Prices abroad steadily increased from the summer of 1899, and are now higher than they have been for many years past, nor does there seem to be any probability of lower rates being obtainable in the early future. Local quotations were not advanced so rapidly as those from shippers, but as new and higher priced cargoes came forward, merchants were forced to put prices up. Slates have been scarce, shipments from Welsh quarries coming forward very slowly, while American slates have almost ceased to be used, as they were chiefly taken up by small builders, who are not now so much in the running as formerly. Laths and other goods in connection with the timber trade have steadily increased in value, and prices are almost certain to remain upon the present high level for months to come. Of timber, 1,292,039 cubic feet were imported into Belfast last season, a slight decrease, compared with the amount imported during the previous year.

COAL.

For a few months after June 30, 1899, there was a fair demand for fuel. Prices remained steady and consumers, especially users of steam coal, were able to place their contracts on favorable terms. Collieries being well supplied with orders and the output of the pits, both for house and steam, being freely consumed during July, August, and September, it was obvious that with the approach of winter, higher prices were to be expected. In October, prices advanced substantially, and there was every prospect that they would be maintained. This result was due more to the increase in the ordinary trade of England, Scotland, and Wales, the withdrawal of labor, owing to the reserves being called out, and the extra demand for fuel for the use of steamships, than to any abnormal local demand. Prices remained firm during the early months of 1900, but toward May and June increased rapidly.

GRAIN TRADE.

The year ended June 30 was rather uneventful in the wheat trade. Prices have been at a moderate level, and fluctuations were not large. The harvest in all exporting countries, except Russia and India, was abundant, and as France gathered an unusually large crop of this cereal during the year, the deficiency in exports from Russia and India did not materially influence prices. In the shipment of corn, large cargoes were imported from Argentina in the latter part of 1899, but the first six months of 1900 saw this supplanted by heavy shipments from the United States, as a result of an exceptionally large crop harvested there last year.

AGRICULTURAL SEEDS.

There was a moderate stock of rye-grass seed in the hands of the trade during the year ended June 30, 1900, and, as prices were very low, the position was strong, holders waiting for and obtaining more profitable prices than those for the previous year. The crop of clover seed was a failure in France and a partial failure in the producing districts of Europe; so that America had to be called upon to supply the demand, and, as her crop was also small, had it not been for a large supply of seeds held over from last season, and a good crop of English clover, a famine for seed would no doubt have occurred.

ROPE AND TWINE.

This is a local industry that is increasing by leaps and bounds, and at present employs over 3,000 hands. Cables, ropes, cords, twine, and lines of every description are being daily manufactured, and the productions of this industry supply the local demand and are largely exported.

UNITED STATES TRADE.

Statistical information is not obtainable to show the amount of exports from the United States to this consular district, as shipments are made principally to Southampton, Liverpool, and Glasgow, and then from these places to Belfast; but United States machinery, agricultural implements of all kinds, machinery for metal working, such as shaping and boring apparatus, and lathes and labor-saving machinery, are very largely in use here. American tobacco in leaf and ribs is principally exported from the United States, and is used by the manufacturers here for smoking tobacco and cigarettes. Great quantities of American pork and frozen beef are exported from the United States to this consular district, and are used in the country districts as well as the larger towns. Fruits and canned goods of all kinds from the United States find a ready sale, and American flour so dominates the market that very little is received from any other source. Corn flour and Indian corn from the United States are extensively used. Bicycles, boots and shoes, proprietary medicines, and many other productions of our country are to be found.

WILLIAM W. TOUVELLE, *Consul.*

BELFAST, *September 26, 1900.*

CORK (QUEENSTOWN).

The commerce and industries of this district have been in a prosperous condition during the past year. The port has been much improved by continual dredging, and the largest ship ever discharged at Cork is here at present with a cargo of over 6,000 tons of timber from Pensacola. Pitch pine, from the Southern States, is still highly prized here, and the demand for it is steadily increasing. The cargo of the *Nordpol*, now unloading, consists of hewn and sawed pitch-pine logs, large mast pieces, and seasoned boards and sheetings, suitable for building purposes.

IMPORTS.

Slates, from Pennsylvania quarries, which were mentioned in my last annual report, are still growing in favor, and help to keep North Wales prices in check. The chief difficulty is in getting suitable ships to bring them. One of the largest shippers of timber and slates in Cork tells me that he offered to charter a large steamer for slates, to be filled up with coal, but found the price asked for coal to be prohibitive.

The import of wheat for the past year was 68,375 tons, against 58,001 the previous year. Over half of this was brought from the United States; the balance from River Plate, New Zealand, Australia, and Chile. None was reported from the Black Sea, which at one time supplied all the wheat for this district.

Flour from the United States is extensively used, over 20,000 barrels being imported annually. It comes through Liverpool and Glasgow, and there is no direct importation. There are several well-appointed mills which furnish the greater part of the flour used.

Of maize, 96,542 tons were imported this year, against 85,078 the previous year. The greater part of this came from the United States and the River Plate, the Black Sea sending the remainder. Maize is very little used in this district for human food; the round maize from Argentina is growing in favor for feeding cattle, horses, and hogs.

Of iron and steel, the supply comes from England and Scotland, and amounts to about 12,000 tons yearly.

About 16,000 tons of sugar are used annually. It is nearly all beet sugar, and is shipped in bags from Hamburg.

The coal used here is brought from England and Scotland, and the importation amounts to over 400,000 tons yearly. Owing to its high price, industries are being seriously affected. One mill that paid a regular annual dividend of 10 per cent did not pay anything for the past year. Other millers think of using oil instead of coal. An effort is also being made to reopen mines near Kanturk, in County Cork, and although the coal is of an inferior quality, it is thought it will sell readily on account of the present high prices. Efforts are also being made to compress the native peat. So far as tried, the product has been well thought of in England, where it has been used for household purposes. This would be a near and convenient port for coal from the United States.

About 6,000 tons of oil are imported yearly—nearly all from the United States.

Tobacco is increasing in use all over Great Britain and Ireland. In 1851, 1 pound per capita was used; in 1899, 2 pounds. One hundred and seventy-eight tons were brought here the past year from Liverpool and London (nearly all of which was imported from the United States) and manufactured in this district mostly into rolls and plugs.

EMIGRATION.

The emigration from this port to the United States is direct. The number of emigrants from Queenstown for 1899 was 28,887, and for 1900 it will be larger. New ships are being added to the several emigrant lines yearly, and the companies are vieing with each other in their efforts to add to the health and comfort of the passengers. So comfortable has the steerage been made that large numbers of visitors come over in it every year; and these visitors, who are all entered as emigrants on their return, make up fully one-half of those departing from here each year for the United States.

EXPORTS.

Exports include cured mackerel, hides, whisky, and chemicals. Shipments of mackerel, which were cured specially for the United States market, fell off about one-half during the past year, and this present season one of the principal curing companies informs me there will be none cured, owing to the improved condition of American fisheries.

Over 4,000 tons of eggs and over 7,000 tons of provisions are shipped yearly to the English and Scotch markets.

Cork bacon is highly prized and is at present selling as high as 66s. ($16.05) per hundredweight when Danish is 64s. ($15.55), Canadian 60s. ($14.58), and that from the United States only 46s. ($11.17). There is a shortage of 94,000 hogs in Ireland this year, and a large decrease in England also.

Of butter, about 12,000 tons are sent from Cork yearly to England and Scotland. It is nearly all made in creameries now and is shipped to these countries, where it finds a quicker and better market. At present, Irish creamery butter is selling at 110s. ($26.73) per hundredweight, when finest dairy only brings from 96s. to 100s. ($23.32 to $24.33). They use in the creameries here "Alpha Laval" No. 1 separators, doing 400 gallons an hour each; Barmeister & Wains's heaters, Danish coolers, cream tanks from Gray, Strauraar, Scotland, and churns from Llewellyn, Wales. Farmers are greatly pleased with the creameries, as they yield more butter and a better price with much less labor. Everything here seems to suit this industry, and it will very likely be largely increased, not only in this district, but throughout Ireland.

The Cork Electric Lighting and Tramways Company is doing a fine business.

The Cork Spinning and Weaving Company reports the largest business done for years, but the managers find their margin of profits is much reduced, owing to great advance in prices of flax and coal. They also complain of the very bad quality of Russian flax, which they say is the worst they have had for thirty years. The average prices of flax for 1899 and 1900 were as follows:

	1899.		1900.	
	Shillings.		*Shillings.*	
Irish flax, per hundredweight	59	$14.35	63	$15.33
Belgian flax, per hundredweight	59	14.35	67	16.30
Russian flax, per hundredweight	26	6.33	39	9.49

It appears that the acreage of flax for 1900 has increased 20 per cent over that of 1899, but the stock on hand was so exhausted that no reduction in price is anticipated. The prices of linen and linen yarns have advanced fully 20 per cent since last year.

The woolen factories at Blarney and other parts of this district are running full time with full force, and are doing a good business.

DANIEL SWINEY, *Consul.*

QUEENSTOWN, *September 18, 1900.*

Statement showing navigation, port of Cork, for year ended September, 1900.

Flag.	From—	Entered and cleared.			
		Steamers.		Sailing vessels.	
		Number.	Tons.	Number.	Tons.
British	New York	1	1,425		
Do	Philadelphia	12	18,143		
Do	Baltimore	2	3,746	1	761
Do	New Orleans	1	1,526		
Do	Quebec	1	1,083		
Do	St. Johns	2	3,082	2	1,421
Do	Huelva	3	1,848		
Do	Buenos Ayres	20	27,102	1	725
Do	San Francisco			1	1,446
Do	Portland, Oreg			2	2,826
Do	Melbourne			1	1,267
Total		42	57,955	8	8,446
Norwegian	Huelva	1	773		
Do	Baltic	1	632		
Do	Philadelphia	1	1,499		
Do	Pensacola	1	2,428		
Do	Tampa	1	1,116		
Do	Quebec			1	795
Do	Mobile			1	948
Do	Norway			2	999
Do	Miramichi			1	694
Total		5	6,448	5	3,436
Sweden	Buenos Ayres			1	1,189
Do	Sweden			1	432
Do	Lyttleton			1	1,021
Total				3	2,642
Danish	Buenos Ayres	1	1,159		
German	do	1	905		
Do	San Francisco			1	1,707
Russian	Riga			1	367
Do	St. Johns			1	560
Total				2	927
Italian	Buenos Ayres			1	985
Do	St. Johns			1	1,261
Total				2	2,246
Austrian	Philadelphia	1	2,033		
Colonial	Lyttleton			1	917
Total		50	68,500	22	20,321
Last year		57	78,299	25	21,410
Increase or decrease		7	4,799	3	1,089

SCOTLAND.

EDINBURGH.

The tide of American imports into Scotland steadily rises. This is true not only of our food products, which are in almost universal demand, but also as to a numerous variety of manufactures. During the past twelve months, the quantity of American goods in the markets of the east of Scotland has been much larger than ever before and the volume of trade visibly greater. I say visibly, because anyone having some knowledge of general business conditions here in recent years may see the fact for himself without requiring the testimony of importers or wholesale merchants, or of statistics. It should be added that the market which has been gained for many lines of our manufactures is not experimental or temporary, but sound and permanent, subject only to the ordinary fluctuations of trade and changes in public taste. The business done rests on the substantial basis of a growing preference for our goods. Merchants have not forced them on the attention of customers, but, rather, the customers have induced merchants to handle the articles. Trade built upon this foundation is likely to endure, if prices and quality continue satisfactory. This prominent position held by various American articles in the market has not been won without earnest and persistent efforts on the part of manufacturers and their agents to bring their wares into public favor. Generally speaking, to sell to a Scotsman an article with which he is not familiar involves a clear demonstration of its merits. As to a number of articles now in common use, this process has been slow and somewhat expensive in the past, but a reputation once gained, a manufacturer has a devoted and profitable customer in a Scotsman, a customer who spends money freely for what he wants, although he will not take as a gift anything that does not suit him. It is this phase of the Scottish character, plainly shown in all transactions in the business world, that has convinced me, as stated in previous reports, of the necessity for our manufacturers and exporters to consider this commercial field as something apart from England, to be specially cultivated if they would obtain the best results here. This policy has been pursued since 1898 by an increasing number of American firms and companies, and to the new departure I am inclined to ascribe largely the advance we have made and are making in Scotland.

THE COURSE OF TRADE.

Apparently, the war in South Africa, with the attendant demands upon the people for subscriptions for a score of objects connected with military operations, has had little effect upon social and economic conditions. The usual amount of money has been expended for necessities and luxuries. In nearly all mercantile lines, business has been active during the year, and so far as can be noticed, it is not yet affected by the depression in manufacturing circles which began some months ago. This depression, especially in the iron and steel trade, resulting from the high prices of raw material and fuel and from American, German, and Belgian competition, will, it is thought, soon be severely felt in the industrial communities. Up to the present time, consumption is undiminished in most lines, notwithstanding the general market has until lately been a rising one.

IMPORTS FROM THE UNITED STATES.

Of the hundreds of articles of commerce that the United States now sends regularly to Scotland, aside from food products, perhaps the most marked increase is to be noted in the sale of hardware. This includes kitchen utensils of all sorts, but not stoves or ranges, except to a limited extent. Our wood ware has also secured an important place in the market. American furniture has been coming gradually into favor, notably desks, tables, bookcases, and chairs. This is true also of our boots and shoes, which form a considerable part of the stock in the leading footwear shops. Rubbers and other rubber goods of American make have been commercial items in Edinburgh for less than a year and a half, and I am informed that a fair amount of trade has been gained in the face of strong competition from long-established local manufactories in these lines. The sales of our machinery and machine tools advance constantly. They are getting into every branch of production. Moreover, not only electric motors for operating coal mines, but also heavy engines for electric-power stations have been introduced from the United States this year. In our wood manufactures, such as spokes, handles, and staves, there was, I am told by a dealer in Edinburgh, an increase of 33 per cent in the sales during the first nine months of 1900, as compared with the corresponding period of 1899. In hand tools and implements, there has been a like growth of trade. Soap, soap powder, and starch have been coming in larger quantities. The imports of wire and wire goods have been 100 per cent greater this year than last. The iron and steel merchants having the contract for the iron work of the new North British Railway station in this city (which is, by the way, the most extensive railway station in area covered in the United Kingdom) received last summer about 3,000 beams and plates from the United States. The recent heavy shipments of American steel plates to west coast purchasers have forced the steel-plate makers of Scotland and the north of England to reduce prices. Among other American articles which are assuming more commercial importance each year may be mentioned leather, oil, ocher, paraffin wax, clocks and watches, paint, paper finish, rosin, drugs and chemicals, dental materials, organs, glassware, and confectionery.

In the movements of grain and food products from America to this market, the most noteworthy changes since 1899 are a vast increase in the imports of barley and a decrease in the imports of corn. There is a growing trade in fruits, both fresh and canned, chilled beef, canned meats, hams and bacon, cheese, oatmeal, pickles, and sauces.

HINTS TO MANUFACTURERS.

The number of United States manufacturers who send agents to Scotland to introduce their goods or extend their sales increases year by year. The personal element is important in business, and these direct efforts are, as a rule, highly successful. My association with business men has given me opportunities for studying the market, and I venture to offer suggestions as to some lines of our manufactures which might be pushed more vigorously, with a reasonable prospect of profitable results. In the following notes, reference is made only to American articles:

Farm wagons and carts could have, I am convinced, a much larger sale in Scotland.

Trunks of the steamer pattern and valises of all sizes are well suited to the tastes and requirements of the people.

Wooden ware of the best quality, such as many of our wood-working plants produce, is admired by all who see it.

Varnishes and wood stains have a fair market now, and should come more generally into use.

Heaters and radiators, both steam and hot-water, are in demand. For large houses, especially public buildings, the system of heating is gradually changing from grates, which are inadequate, to the up-to-date methods. The American radiators that have been placed in Edinburgh houses are giving satisfaction.

House moldings and picture-frame moldings have obtained a market which might be considerably extended.

Kitchen ware seems to have an excellent opening here, and proper efforts may make it as prominent commercially as are our hand tools in the trades.

Locks, hinges, and other small hardware are, I am informed by dealers, selling well and likely to become standard articles.

Porcelain bath tubs, plumbers' woodwork, and water-closet appliances have been subjects of inquiry at this office during the past year. They have been imported to some extent. It is believed that a good chance is offered for building up a valuable trade in these lines.

There is an expanding opportunity here for the sale of mechanical novelties of all kinds.

In machinery lines, I am told that drilling and boring devices, pumping and quarrying machinery, and pulverizing machines, and also contractors' machinery, should have a considerable market in Scotland. Improved devices are eagerly sought for.

A much better trade is possible in harness and carriage leather and hardware.

An important article for which there seems to be a good opening, although competition may be keen, is iron and steel tubing.

Among other articles mentioned to me as deserving of special attention are electrical supplies, paints and colors, sashes and doors, carpet sweepers, filing cabinets, paper bags, confectionery, pocketbooks, cardcases, and small articles of that description.

THE PACKING OF GOODS.

The importance of the proper packing of goods for export is a matter concerning which there is no room for two opinions. If it were not common knowledge that the arrival of merchandise at its destination in good condition is essential to foreign business, as it is to home trade, the fact that space in the Paris Exposition was devoted to object lessons on packing would show that the commercial world recognizes it as a vital part of the process of getting and holding any market.

Methods of packing differ in different countries, but there is excellent packing everywhere, and bad packing also. The one thing clear is that the manufacturer or exporter who wins a reputation for the best packing of articles has a distinct advantage in the foreign trade, prices and quality of goods being satisfactory.

I have undertaken to gather information and collate opinions of manufacturers, importers, and exporters, and well-informed shippers, casemakers, and stevedores in this district, on the subject of packing goods. This information and these opinions relate to imports from and exports to nearly all countries, covering many kinds of merchandise. This work has been done with the idea that possibly American manufacturers and shippers will derive from the facts and views stated some benefit in the way of suggestion. At the risk of giving much that may be superfluous, I have gone into details as to the forms in which certain classes of goods are imported and exported. But this has seemed necessary in some instances, and it has been applied in all, where applicable, for convenience and uniformity. The opinions held here in regard to the best method of packing have been, for the sake of brevity, reduced by me to a succinct statement as to each article touched upon. In not a few cases, this is far from adequate; but it will at least afford an insight into the British idea of the way the packing should be done.

As above noted, this report refers to both imported and exported goods. No comparison is attempted of the methods of packing in different countries, the purpose being to describe or indicate the best method, irrespective of the country in which it is practiced. But there are some exceptions to this rule, wherein American packing is directly commented upon.

With reference to the packing done by United States manufacturers and other producers and the export houses, little fault is found with it, and it is generally regarded in this market as approaching very close to perfection in most lines of goods. This may be specially said of machinery, both heavy and light implements, hardware and wood ware, bottled and canned fruit, and catsups, sauces, and the like. An importer of American tools, implements, bolts, and nuts, handles, lawn mowers, and a score of other articles, informs me that "all goods are received in excellent condition, and I do not think the method of packing could be improved upon." A large importer of condiments, canned fruits, and cased goods of all sorts writes:

> We are almost weekly in receipt of a variety of cased goods which have been packed in the United States, and are therefore well able to speak of the general character of the packing on that side of the Atlantic. Our experience is that the packing is generally satisfactory. Damage to contents from defective packing is of rare occurrence; indeed, in our opinion, the Americans excel in their skill and taste in getting up packed goods.

An important firm dealing in light machinery, novelties, and farm specialties says:

> We have yet to discover any cause for criticising the packing of wares by American manufacturers.

Other merchants have freely expressed similar views. There is a discordant note as to one kind of raw fruit—apples—the objection being, however, not to the packing of the fruit, but to undersized barrels. A leading and reliable dealer writes:

> There are some American shippers who get the size of barrel made for themselves under the standard size and containing sometimes a stone (14 pounds) less than they should. A United States barrel of apples should contain 120 pounds of apples (a pound or two more or less does not matter), but with the small size of barrel they get made, there is frequently as much as 14 pounds less. Not only the quality of the apples, but also the weight of the barrel, should be indicated on the barrel. What I mean is that, independent of the wood, there should be 120 pounds of fruit.

There is also criticism of cheese boxes. One provision dealer writes that he has "always considered the wood protection insufficient, and especially the fastening of the lids, which might be improved, as a great many come here with the lids off, and in this case the cheese is likely to get damaged, in addition to the box itself." Some fault is found, also, with the American packing of clocks, bicycles, and bicycle parts, wood pulp, hams, cotton-seed meal, rosin, tobacco, and a few other articles. In most cases, the complaints relate to defects which should easily be remedied.

In these paragraphs, the words following the figure (1) denote the more important forms in which an article is shipped, the most common form being stated first; the matter following the figure (2) describes or indicates the method of packing considered by shippers and importers to be the best, or gives the opinion commonly held here regarding the way packing is now done. Where there is practically only one form of package or only one way in which an article is prepared for shipment, the figures are omitted, and the matter relates to the best method of packing or some feature of it, or comments on present methods. I should add that, although the export case universally recognized as the best for all goods requiring special protection from moisture is a tin-lined or zinc-lined case, where the word case is used in these pages, the ordinary wooden case is meant, unless otherwise stated.

Acids.—(1) Barrels, baskets, kegs, carboys. (2) For dry acids the barrels should always be paper lined to prevent leakage.

Ale.—(1) Barrels, cases, kegs. (2) Usually 96 half bottles, stone, wrapped in loose straw, are put in a barrel and packed thus: Bottom tier of barrel, 24 bottles, standing, with heads upward; second tier, 25 bottles, necks downward; third tier, 27 bottles, with heads upward; top tier, 20 bottles, necks downward. When packed in cases, about 10 dozen pints to a case, the stone bottles are inclosed in straw envelopes. Strong barrels and cases are required.

Alum.—(1) Bulk, bags. (2) Cake alum, now generally shipped in bulk, should be packed in bags to save shortages. It is thought that the change would prove economical in the long run.

Ammonia.—(1) Cylinders, packages. (2) Cylinders should be strongly cased over for protection.

Aniline dye.—(1) Barrels, packages. (2) All casks or barrels should be paper lined.

Apples.—(1) Barrels, cases, bags, baskets. (2) American apples are generally well packed in the ordinary way, the barrels remaining in fair condition as long as any other, but it is said that the fruit keeps in a better state when shipped in barrels ventilated by small diamond-shaped holes cut in four places in the staves. This is a Dutch idea, and the apples from Holland arrive in a more marketable condition, as a rule, than those from any other country, although the quality is perhaps inferior.

Bagging.—(1) Bales, bundles, packages. (2) Bags are in press-packed bales, covered with strong jute cloth and bound with steel hoops.

Beer.—(1) Barrels, kegs, cases. (2) It is considered essential that beer barrels be as free as possible of tannin and always iron bound.

Bicycles.—As a rule, the material of which American crates are made lacks the proper strength. The same is true of the cases in which bicycle parts are shipped. Solid crates and cases are required, as rough handling is always to be expected.

Biscuits.—Tins packed in a close-fitting cases, any spare space being filled in with straw.

Bleach.—Barrels lined with stout paper.

Bolts and nuts.—(1) Boxes, bags, packages. (2) Extra-strong cases and tight packing necessary, owing to the weight. Bolts shipped in bags are sometimes damaged by water and dampness and otherwise.

Bone meal.—(1) Bags, cases, packages. (2) Bags well made of strong material.

Books.—Owing to the weight of books, large boxes or cases are unwieldy. It is best to pack books back and front edges alternately, with paper between every row and every layer. Leather-bound books and other valuable works are wrapped up separately in paper. The box should be lined with waterproof paper. It is necessary to hoop each box and secure with screws.

Boots and shoes.—The common style of case firmly packed and secured around the ends fully serves its purpose everywhere.

Bottles.—(1) Mats, crates, bales, bags, cases, barrels. (2) In shipments of the ordinary whisky and wine bottles, there is generally a considerable loss by breakage. The most satisfactory method of shipping is in mats well packed with straw.

Brandy.—(1) Cases, barrels, hogsheads, octaves, tuns, vats. (2) Great care must be taken to properly secure cases at the lid and barrels at the bunghole.

Brooms.—(1) Bales, bundles, cases. (2) The importance of stoutly binding bales and bundles must not be overlooked; otherwise, the best handling will not save them from damage.

Burlaps.—Bales covered with jute cloth and steel hooped.

Butter.—(1) Boxes, tubs, barrels, cases. (2) Danish butter, the standard article here, is shipped in white pine cubical boxes, each box containing 56 pounds, thin paper separating the butter from the wood.

Caoutchouc.—(1) Bags, bales, cases, barrels. (2) The bags must be made so secure that they will stand the roughest usage.

Caramel.—(1) Barrels, kegs. (2) Paper lining is necessary to prevent leakage.

Cement.—(1) Bags, barrels, crates, bulk. (2) Bags of strong quality are required, and in this form the cement is best adapted to commercial uses.

Chairs.—The bindings of cases and crates too often prove insufficient. Care should be taken to make the protection adequate and strong.

Cheese.—(1) Boxes, cases, barrels, tubs. (2) Boxes of good material should be used in the cheese trade, and the lids so well fastened that they will not come off in handling at the wharves. Some Canadian shippers of cheese are more careful in this respect than the American shippers.

Chemicals.—(1) Bags, barrels, bales, cases, drums, packages. (2) For chemicals in a dry state casks and cases (when the latter are not tin or zinc lined) should always be lined with thick or very tough paper.

Chinaware.—(1) Barrels, hogsheads, tierces, cases. (2) Special care must be taken to pack the barrels closely with straw. The ware is wrapped in tissue paper and delicate ware or vases in corrugated packing paper.

Clocks.—In many American cases, the wood protection is too slight. Good and strong material should be used.

Coffee.—It is questionable whether the average bags in which coffee and coffee husks are shipped are strong enough. There is much loss at most ports in handling.

Colors.—(1) Barrels, bags, bales, cases, packages. (2) Barrels properly lined with paper.

Copper ware.—Extra-strong cases are required and they should be of moderate size.

Cordage.—(1) Bales, bundles, cases. (2) Bales bound with the same material and hooped with iron.

Cork.—(1) Bales, bags, bundles. (2) Bales wrapped in coarse bagging and hooped.

Cotton.—The improved packing of cotton in the common way, by the square-bale compress companies, has attracted attention on this side. Cotton dealers are very favorably impressed with the round bales, which bring the cotton in excellent condition, as a rule.

Cotton goods.—Manufactures of cotton and linen yarns are packed in the same way as linen. (See Linen.)

Curtains (*lace*).—Each pair wrapped in white casing and yellow lining and then packed in a bale covered with waterproof paper and canvas. Large shipments are made in wooden cases lined with waterproof paper.

Cutlery.—Wrapped in thin paper, packed in cardboard boxes, and then in a tin-lined case.

Earthenware.—(1) Crates, cases, barrels. (2) Packed in straw in wooden crates. Where liquid gold is used in decorating, the ware is wrapped in tissue paper.

Eggs.—It is thought that the cases now used in commerce lack strength, and that a little improvement in this respect would bring profitable results to shippers everywhere.

Envelopes (*straw*).—(1) Bales, bundles, bags. (2) The proper bales are well bound with wire.

Esparto.—The bales are strongly bound with ropes made of the same material.

Farina.—(1) Bags, barrels. (2) The ordinary bags used are hardly as substantial as they should be. There is loss from leakage. A bag of slightly better material would be a perfect protection.

Fish.—(1) Barrels, bags, bundles, cases, kegs, bales. (2) Nearly all dried fish are properly shipped in bundles made of bagging and mats sewn together. Salted dried fish are best in tin-lined cases. Herrings are generally packed back downward in barrels bound with wood, iron hooped. Fault is found with the fish barrels commonly used here. It is held that they should be bound with iron, not wood.

Fishing rods.—Tightly bound at the ends and in the middle with cord and packed in a strong wooden box the length of the rods.

Flax.—(1) Bales, packs, bobbins. (2) The bale is covered with a heavy mat made from the inside of a tree bark cut in strips about half an inch wide and woven together; sometimes press packed, if necessary, to economize space. Exported from Scotland, the bale is commonly bound with ropes made of flax, which perhaps secure it sufficiently.

Flour.—(1) Sacks, barrels. (2) The jute sack is a much better protection than the cotton, as it is stronger. Only winter-wheat flour comes in cotton bags. Bakers on this side prefer to have cotton bags for this class of flour, which always comes in half sacks. But flour dealers say that the cotton bags do not stand the wear and tear in transit so well as jute. The quality of the cotton, however, has been much improved in the last two or three years, importers insisting on getting heavier and stronger sacks, as, when they burst, the millers have had to pay the loss when the inspectors certified that the texture of the cotton was not sufficiently strong; so that for their own protection they are now putting flour into more substantial bags.

Furniture.—Finished furniture of value, such as desks and bookcases, reaches its destination in the best condition when covered with paper and then with matting, or some other soft material, before being crated or cased.

Fruit (*small*).—(1) Boxes, cases, bags, baskets, bales, sieves, barrels, crates, chips. (2) The boxes, cases, and baskets in which most of the different varieties of fruits are now received here from the Continent and America are quite sufficient for their purposes, but it is suggested that raisins should be packed in heavier boxes than at present, as there is much waste through weak boxes.

Gelatin.—(1) Cases, bags. (2) The finer quality of gelatin is inclosed in cardboard boxes, which are wrapped in paper in suitable parcels, and these parcels are then packed closely in a wooden case.

Glassware.—(1) Cases, barrels, crates, tierces. (2) In cases or barrels, properly stowed in hay or straw, perfectly separating each article.

Glass plates.—From 12 to 60 plates are put in a case, tissue paper being laid between the plates to prevent scratching. The inside bottom of the case is first covered with a layer of wood shavings, then come the plates, then on top a layer of wood shavings. The box is somewhat larger than the plates, so as to allow shavings to be stuffed all around. From 8 to 10 of these boxes are then packed in a large surcase, tightly stuffed in with straw, and this surcase is hooped with iron.

Glucose.—(1) Barrels, bags. (2) Barrels should be properly hooped to prevent expansion and leakage.

Golf goods.—Clubs are put in a large box, with sheets of paper between each layer of clubs to protect the varnish on the heads. Balls in 1-dozen boxes, each ball wrapped in paper, are best packed in a box about 1½ inches thick, which should be hooped with iron.

Granite.—As a rule, the unpolished blocks carry well naked, though it is better to stow them in straw on the ship. When polished, the blocks must be packed in extra-strong crates or cases.

Grindstones.—(1) Barrels, cases. (2) Put in strong barrels of a size suited to the diameter of the stones and tightly pack with shavings or straw.

Grits.—Bags should be of first-class quality.

Guano.—Only good, stout bags are satisfactory.

Hair.—(1) Bales, bags. (2) Bales are wrapped with bagging.

Hams.—(1) Barrels, cases, bags. (2) There is more or less complaint that cases of American hams are not substantially bound. They should be rendered secure enough to withstand very careless usage.

Handles.—(1) Cases, crates, bags, bundles. (2) Handles in any sound case are always secure enough, as are short handles in bags. To put in bundles is poor packing, unless the ends are very firmly bound. Those from America are cased and come in first-rate condition.

Hardware.—(1) Cases, barrels, crates, packages. (2) Cases from the United States are notably strong. The best material is used in making them.

Hay.—Bales should be bound with strong wire.

Hides.—(1) Bundles, bales. (2) Mostly imported here in a raw condition in bundles of 1 each, properly bound with stout twine.

Hoops.—(1) Bundles, bales, coils. (2) Largely put up in bundles of moderate weight, which are bound with their own material.

Hosiery.—(1) Cases, packages, bags. (2) The finer grades of hosiery, as well as gloves and mitts, are put in cardboard boxes and then cased. The coarser grades of knit goods are sometimes shipped in the form of paper parcels, but it is best to first wrap the goods in light oilcloth.

Implements.—Well-made cases suited to the goods, such as are now used by American exporters in this line. It is the common testimony that all implements from the

United States arrive in better condition, as a rule, than those shipped by English and continental makers.

India rubber.—(1) Bags, cases, barrels. (2) When not in cases, it is best packed in bags made of canvas.

Ink (printing).—(1) Cases, barrels. (2) The ink is put in tins of various sizes, then these tins are carefully packed in cases to contain not more than 200 pounds, for easy handling. The tins, before being packed in the case, are properly wrapped with paper. Sometimes the tins are hermetically sealed, and when packed in removable lids, the lids are gummed on with waterproof sheeting.

Ironware.—(1) Cases, blooms, bundles, crates, barrels. (2) As with general hardware, the cases must be strongly made and secured with iron bands. They are now, as a rule, quite satisfactory, especially those coming to this market from the United States.

Isinglass.—In bottles, packed in the best of cases.

Jute.—(1) Bales, bags, bundles. (2) Bales from India have no covering. The jute and jute tissues are exported from Dundee in the same form as the bales received from India; also from Dundee and elsewhere in bales covered with bagging and hooped with iron. Jute waste is generally in bales or bundles, bound with ropes made of the same material.

Lard.—(1) Tierces, pails, casks, firkins. (2) The oak tierces in which lard comes from America hold about 336 pounds. The lard arrives in good condition if there has been no shifting of cargo from rough weather. Lard comes also in 112-pound casks. The pails, containing 28 pounds, are regarded as very neat packages, and they seldom arrive here in bad condition.

Leather.—(1) Bales, bundles, cases. (2) Bales are properly bound with rope or stout twine. Leather from America is shipped in this form.

Lime (chloride).—Fault is here found with the common barrel in this trade. It should be more substantial.

Linens.—(1) Cases, bales, hampers. (2) Fine linens are put up in small parcels, with a sheet of white paper next them, and packages are wrapped in strong brown paper; these parcels are put together and inclosed in stout canvas or packing sheets, then all are inclosed in oilskin or waterproof paper and packed in a wooden case, which is either roped or bound with iron hoops. Sometimes no case is used, and the package in this state, covered with bagging and well bound, is called a bale. Coarser goods are packed in a similar way and put in bales, as a rule.

Linoleum.—(1) Rolls, cases. (2) The pieces are cut in lengths and rolled upon wooden rollers. The roll is then covered with canvas or Hessians and tied up, and the goods are shipped in this state. When the goods are of fine quality, the roll is frequently put into a case. It should be added that in rolling fine goods, thin tissue paper is sometimes placed upon the pattern side of the cloth, so as to prevent the colors from rubbing against the back in the process of rolling.

Lithographic stones.—Breakage is not uncommon, owing to weak cases. The wood protection should be as complete and solid as possible, without rendering the case unwieldy.

Machinery.—(1) Cases, crates, pieces. (2) The best practice in packing machinery—heavy or light—is to firmly fix every piece to the case, either by bolts going through the case, or by battens arranged inside to securely lock the various pieces in position. With heavy machinery, no loose material should be used in any case. The American, as well as the Scotch, packing of machinery in general has been on this plan, and is everywhere commended.

Maps.—Packed in cases lined with oilcloth.

Marble.—(1) Blocks, frames, cases. (2) The naked blocks of rough marble are usually well enough protected with straw on shipboard. The frames intended to protect the edges of polished shafts or blocks are frequently not as substantial as they should be, and injury results. Finished marble of much value should always be cased.

Meal (cotton seed.)—Good bags are required in this trade. There has long been considerable waste due to the bags being of inferior material, or badly made of good material. This applies especially to American cotton-seed meal bags.

Meat (canned.)—American cases are of first-class material, but occasionally show carelessness or haste in the packing house, being insufficiently nailed or bound together.

Millboard.—(1) Packages, bales, cases. (2) The packages or bundles are bound with stout twine.

Molasses.—For some years, the barrels were of poor quality and gave much trouble. The iron-bound barrels now in use are uniformly good.

Moss litter.—(1) Bales, packs, bundles. (2) Bales well bound with wire.

Moldings.—(1) Cases, bundles. (2) Coarse grades have no covering and are simply bound with ropes, which are considered hardly adequate. The cases in which gilt moldings are brought from America could be improved, being rather frail.

Musical instruments.—These are uniformly well cased at present, in both the United States and Germany. The instruments are firmly fixed, and the edges and corners fully protected.

Nails.—(1) Bags, kegs, packages, boxes. (2) Of course, kegs are a better protection from dampness than bags, but bags are more easily handled, and are almost universally used, not for this reason only, but for the more practical one of economy. Bags of nails for Great Britain should always contain 112 pounds each.

Netting (*wire*).—(1) Rolls, packs, bundles. (2) Mostly in moderate-sized rolls. It is important that these be firmly and smoothly fastened at the outer edge.

Nets (*fishing*).—(1) Bales, coils. (2) Each net is lapped up separately in the form of a web. From 4 to 6 of these webs are put into one press-packed bale, which is covered with oilcloth and then with Hessian wrapper.

Oats (*Quaker*).—It is thought that the cases would be considerably improved by the use of a little stronger material.

Ocher.—Shippers are advised to always be careful to see that each barrel is well lined with paper, to prevent waste and also damage to other goods.

Oil cake.—(1) Bags, bulk, bales. (2) Nearly all kinds of oil cake are imported into this market in bulk, except from the United States. The bags used by our producers and exporters are substantial and satisfactory.

Oils (*other than petroleum*).—The casks generally used in this trade, from the United States and the Continent, are not regarded as up to requirements. There is a good deal of waste and consequent damage to other merchandise. The defect lies, I understand, not in bad workmanship in the construction of the casks or barrels, but in poor wood.

Paint.—(1) Cases, barrels, cans. (2) Principally in cans packed in cases. The matter of importance is to make the tops of the cans secure. This done, any ordinary case is sufficient.

Paper pulp.—(1) Bales, packages. (2) The best bales are bound with bagging and firmly wired.

Paper (*rolls*).—The paper covering ordinarily used affords ample protection, as a rule, against the weather and rough handling, but a tougher covering, either paper or some other material, would prevent much of the damage done to these rolls from cutting.

Paper stock.—Press-packed bales, covered with canvas and bound with iron hoops.

Paraffin scale.—Good barrels are necessary. At present, there is much waste. There is no complaint as to the common barrels for paraffin wax.

Pavement (*wood*).—In packing on shipboard, it is well to provide a "stowing" of straw.

Petroleum.—Extra-strong barrels are required for this trade. As a rule the barrels now used, both in America and Russia, are of this class.

Pig products (*feet and heads*).—(1) Barrels, tierces, cases. (2) Substantial, iron-bound barrels. These are the kind uniformly used by shippers in Denmark.

Plates (*electrotyped and stereotyped*).—In solid wood cases of suitable size. A single plate is rolled in paper, with the back of the plate against the wood. Then each two plates are packed back to back (rolled in paper), and at the end of the case another single plate, protected by paper, is put in.

Plants.—(1) Hampers, bales, barrels, baskets. (2) Whatever the form of package, an ample binding of the plant with straw is the essential thing. It is held that nothing serves the purpose of protection as well as straw.

Potash.—(1) Barrels, drums, kegs, cases. (2) All barrels and kegs should be well lined with paper.

Printed sheets.—These are generally packed flat and made into bundles, the bundles containing varying numbers of copies, according to the size of the book. In some instances the sheets are folded, and when this is done each copy is, as a rule, done up in a sheet of the printed paper, so as to avoid confusion. The bales of printed sheets are packed in the usual export cases without zinc lining.

Rags.—Bales are press-packed and hooped with iron.

Rice.—(1) Bags, barrels, cases. (2) The vast bulk is in bags of good quality, as the trade requires. Finer bags are necessary, of course, for rice meal, and they are not always provided, and as a consequence there is a good deal of loss from leakage.

Rope.—(1) Coils, bales, bundles. (2) Coils and bales are properly covered with a sacking wrapper.

Rosin.—Barrels of only the ordinary strength are needed. Some of those coming from the United States are rather frail, and there is considerable loss.

Seed.—(1) Bulk, bags, bales. (2) While cotton seed and linseed are bulk articles (though Russia ships the latter in bags to some extent) the fine seeds, like clover, must be in the finest cotton or cotton-linen bags to prevent loss by leakage. On the part of some shippers, there is an apparent disposition to risk much in this matter.

Shells.—Bags of crushed shells (for poultry) come to this port in bad condition, now and then. The bags are of poor quality. Some of them are from United States shippers.

Starch.—(1) Cases, bags, packages, barrels. (2) Mostly in bags from the United States, received in good condition.

Straw.—Press-packed bales, bound with wire.

Sugar.—(1) Bags, cases, barrels. (2) Nearly all sugar is in bags of substantial quality and perhaps the minimum loss is sustained by the trade.

Sugar candy.—(1) Boxes, packages, bags. (2) Too many of the boxes or cases at present are frail, and damage is frequent.

Thread.—Made up in suitable parcels and packed in cases lined with waterproof paper.

Timber.—Largely in a rough state. There is in this part of Scotland a growing trade in dressed wood of all kinds from the United States, shipped in bundles; the pieces should be kept as nearly as possible all of one size in each bundle, and more securely bound than at present.

Tobacco.—(1) Hogsheads, tierces, cases. (2) There must be special care to make firm the heads of hogsheads. It is said at this port that indifferent work in "heading up" gives practically all the trouble experienced in handling tobacco.

Tools.—In cardboard boxes, packed in strong cases of convenient size bound with hoop iron.

Tubes.—(1) Bundles, cases, pieces. (2) At most European ports, there is a decided objection to heavy bundles of iron or steel or other metal. Care should be exercised in packing to keep the bundles a moderate weight.

Turpentine.—Extra care is suggested as necessary in heading up barrels intended for turpentine.

Twine.—(1) Cases, bales. (2) The practice is to make up half-pound balls in parcels of 25 or 30 pounds, and pack in cases containing not more than 500 pounds, lined with waterproof paper.

Varnish.—(1) Barrels, cases. (2) Both barrels and cases must be well made and rather heavy in material. Continental barrels are sometimes too light and weak.

Vegetables.—(1) Bags, bales, hogsheads, barrels, baskets, hampers, boxes, cases. (2) Principally in bags and baskets, according to the nature of the goods. Bags, baskets, and other packages from Egypt are not as strong and satisfactory as those from Spain. Potatoes are well put up in Malta and arrive in good condition. Little complaint is made as to the packing of vegetables from the United States; but the Spanish exporters probably are most successful in this respect.

Vinegar.—(1) Barrels, cases. (2) The statement as to turpentine barrels (see above) applies to those used for vinegar. Not a few barrels are defective in the heads, and the loss from leakage at this port is considerable.

Vulcanite and celluloid goods.—Small goods are usually packed 1 dozen in a box, or else on cards; each box is wrapped in oil paper, or a thin paper of good quality, and then cased.

Washboards.—Bundles bound with wood "lining," or broad strips, are considered proper packages, and there is seldom any serious loss from breakage or other damage.

Wheels.—(1) Crates, cases. (2) The American packing is regarded as excellent, the wood protection being as complete and substantial as could be desired.

Whisky.—(1) Cases, barrels. (2) Usually in cases of 12 bottles, called reputed quarts, capacity 6 to the gallon. The bottles (after being labeled and capsuled) are packed each in a thick straw envelope and these placed heads and tails on their sides in the case in two rows of 6 each, the cases being of such dimensions that with the "spring" in the straw the contents fit very tightly when the lid is nailed down. Some shippers pack in binned cases, lined with corrugated paper and filled up with straw. Iron-hooped oak barrels are used for bulk whisky. Barrels made of American oak staves are regarded as the best.

Wire.—(1) Reels, bundles. (2) The obvious requirement is to perfectly secure the ends of the wire. Yet this is not always done.

Wood pulp.—Bales should be in gunny bags, or wrapped tightly in sheets of the pulp, and tied so firmly that the cord or twine will not be removed or loosened by the most careless handling. Much fault has been found with the packing of wood pulp received from the United States and Canada. Not only is it, as a rule, without the covering of bagging used by Norwegian shippers, but the tying up is poorly done, and there is nearly always loss through the breaking of the frail binding of twine.

Woodware.—(1) Bundles, cases, bales, bags. (2) From the United States this ware is chiefly in cases at the present time, and that is the most satisfactory way to send these articles. The trade highly appreciates the kind of packing that brings goods in first-rate condition.

Woolens.—(1) Cases, packages, bales. (2) In packing separate lots of various sizes, the method here regarded as best is this: The lengths of cloth are rolled on boards, which are then withdrawn, and several lengths are put together in paper and tied up with twine. The parcels are then packed in a strong wooden case, lined with oilcloth, and hooped round with iron bands. In packing large quantities, each roll is wrapped in thin oilcloth.

The appended statistics are taken from the abstract of the accounts of the commissioners for the harbor and docks of Leith for the year ended May 15, 1900.

RUFUS FLEMING, *Consul.*

EDINBURGH, *October 31, 1900.*

Imports of grain, flour and meal, sugar, fruit, esparto, oil cake, wood, guano, flax, hemp, and fish, at Leith, from May 15, 1899, to May 15, 1900.

Imported from—	Wheat.	Barley.	Oats.	Maize.	Rye.	Other grain.	Total grain.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Scotland	884	915	13,075	723	1	108	15,706
England	1,379	6,625	23	943	2	1,282	10,254
Ireland						2	2
Holland						1,485	1,485
Hamburg		1,973			21	106	2,100
Germany	2,857	2,525	2,597		832	7,166	15,977
Denmark		225			112	10	347
Norway			299				299
Russia	1,360	13,333	15,513		11,216	9,613	51,035
France		4,032				5	4,037
Austria		3,031					3,031
Turkey		21,976					21,976
Cyprus		1,570					1,570
Egypt		2,879				562	3,441
Africa		6,618				485	7,103
New Zealand	1,164						1,164
Australia	2,455						2,455
North America:							
British	18,914		2,400	8,502		3,300	33,116
Foreign	82,759	14,611		59,994	850	52	158,266
South America	21,960	5,035	286		557		27,838
Total 1899–1900	133,732	85,348	34,193	70,162	13,591	24,176	361,202
Total 1898–1899	121,955	102,365	31,444	79,499	6,925	26,190	368,378
Increase	11,777		2,749		6,666		
Decrease		17,017		9,337		2,014	7,176

Imports of grain, flour and meal, sugar, fruit, esparto, oil cake, wood, guano, flax, hemp, and fish, at Leith, from May 15, 1899, to May 15, 1900—Continued.

Imported from—	Flour and meal.	Sugar.	Fruit.	Esparto.	Oil cake.	Wood.	Guano and other manures.	Flax.	Hemp.	Fish, fresh and cured.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Scotland	862	1,672	18		2	493	1,226			41,716
England	2,939	1,324	2,328		590	686	6,039		2,132	4,286
Ireland	256		21		396	237	474	21		48
Holland	141	15,172	2,203				455	653	9	4
Hamburg	109	37,990	1,335		2,147	11	7,100			9
Germany	17	58,611	140		678	283	40	414	3,931	28
Denmark	97	23	15			258	693		1	1,708
Norway						16,037		19	19	269
Sweden						8,192				
Russia	52				9,532	52,757	1,381	5,837	787	
Belgium	943	3,488	1,769				1,996	1,341	1	2
France	6,903	10,863	387		560		319	167		1
Spain			33							
Portugal			100							
Austria	606		72							
Turkey			719							
Egypt					4,506					
Africa				2,905			1,340			
North America:										
British	6,801		59			11,669				
Foreign	36,061	493	238		1,451	8,502	130			
South America							13,324			
Total 1899-1900	55,787	129,636	9,437	2,905	19,862	99,125	34,517	8,452	6,880	48,071
Total 1898-1899	57,452	106,825	11,036	5,923	17,701	116,183	34,013	10,697	4,487	46,298
Increase		22,811			2,161		504		2,393	1,772
Decrease	1,665		1,599	3,018		17,058		2,245		

General imports and exports for the year ended May 15, 1900.

Goods.	Tons.	
	Imported.	Exported.
I.—*Goods paying at least £25 of rates.*		
Ale, beer, and porter:		
Casks	6,438	80,134
Cases	809	5,232
Ammonia, sulphate of	68	26,386
Asphalt	2,750	86
Bacon, hams, and pork	1,598	854
Bark	1,507	972
Barytes, stone	1,668	555
Basketware	441	68
Biscuits	573	2,839
Bleaching powder	8,953	521
Bone ash, dust and meal	4,418	2,275
Bottles	10,371	5,072
Bricks, common, fire-clay, and bath	97	13,744
Butter	15,470	230
Cake	20,289	4,767
Canvas and sailcloth	167	755
Carpets, rugs, etc	82	689
Casks, empty	2,837	880
Cattle, etc. (number):		
Bulls, cows, or oxen	977	15
Lambs	8,109	2,723
Sheep	55,736	899
Asses		
Dogs	19	38
Horses and ponies	1,900	2,213
Pigs	14	73
Wild beasts		
All other animals		18
Cement	43,589	3,536

Goods.	Tons.	
	Imported.	Exported.
I.—*Goods paying at least £25 of rates*—Cont'd.		
Charcoal of bone		871
Cheese	4,901	294
Clay, china, pipe, etc	10,540	50
Coal and coal dust	5,187	797,755
Coke		8,958
Confections	397	906
Copper	866	873
Corn:		
Barley	84,936	9,367
Beans	7,505	720
Bere		
Buckwheat		
Indian corn	69,970	6,289
Lentils	806	289
Malt	114	5,772
Oats	38,883	987
Pease	14,904	608
Pease, split	8	2,948
Rye	13,511	3,224
Tares	314	231
Wheat	133,586	6,729
Corks	331	57
Cotton manufactures	519	1,675
Drapery	712	904
Drugs	600	601
Dreg sediment	862	3,187
Earthenware, etc	826	2,478
Eggs	16,890	480
Electric cable	932	25
Envelopes, straw	1,216	195
Esparto	2,907	
Farina	8,109	2,854
Fat, grease, etc	1,541	4,508

General imports and exports for the year ended May 15, 1900—Continued.

Goods.	Tons.	
	Imported.	Exported.
I.—*Goods paying at least £25 of rates*—Cont'd.		
Fire-clay goods	3	1,610
Fish:		
Fresh	3,536	268
Cured	229	218
Dry salt	3,433	1,328
Shell	326	122
Mussels	322	456
Flax	8,486	1,570
Flour dust, sharps, and bran	773	21,729
Flour, wheaten	53,798	25,320
Floor cloth and linoleum	2,968	2,265
Fruit:		
Apples	2,685	222
Cherries and currants	1,148	2
Dates	136	1
Dry almonds	44	12
Dry currants	350	116
Figs	147	9
Gooseberries	419	....
Grapes	11	10
Lemons	113	2
Melons	44	10
Oranges	268	165
Pears	1,166	1
Plums and greengages	1,044	21
Prunes	122	56
Raisins	954	140
Raspberries	16	....
Strawberries	41	....
Tomatoes	144	1
Other kinds	16	1
Preserved	697	25
Furniture	627	334
Glass:		
Window, etc	2,726	478
Hollow	2,420	482
Glassware	351	114
Glue	707	454
Glucose	1,081	375
Gravel	1,430	8
Groceries	53	1,470
Guano	5,378	679
Hardware, light	960	496
Hay	5,171	170
Hemp	7,123	2,631
Herrings:		
In casks, cured	40,979	49,879
In cases, etc	49	1,267
Hides	1,040	1,007
Hoops, wood	908	172
Hops	1,565	21
Husks	1,039	2,031
Ice	8,266	87
India rubber, etc	553	2,304
Instruments, musical, etc	750	75
Iron and steel:		
Angles	2	2,521
Bar, bolt, etc	4,870	11,748
Boilers	540	3,150
Cast, in pipes	1,620	4,968
Girders	8,208	971
Ironwork	1,886	6,798
Galvanized	165	380
Machinery, heavy	1,543	5,962
Machinery, light	367	163
Nails and spikes	1,208	574
Pig iron	10,197	43,700
Ferro silicon	27	5,633
Rails	656	35
Rivets	534	3,648
Wire	948	1,175
Other kinds	569	874
Jute goods	2,005	4,653
Lard	2,206	338
Lead:		
Pipes and sheet	4,489	2,746
Black, etc	4,770	3,765
Pig	1,436	88
Linens	562	527
Locust beans	3,375	380
Manures, chemical, etc	1,197	1,596
Marble	932	43
Margarine	3,565	160
Matches	563	213
Meal:		
Oat, barley, and rye	2,822	4,016
Feeding	5,317	1,678
Nut and oat husks	5,156	6,289
Milk, preserved	1,038	1,108
Moss litter	5,724	32
Moldings	589	108
Naphtha	22	887
Nitrate of soda	11,149	2,434
Ocher	1,241	729
Oils:		
Mineral	9,696	19,320
Vegetable	8,385	10,201
Refuse	8	40
Ore, burnt	2	7,559
Paints and colors	1,940	1,639
Paper	17,626	30,008
Paraffin scale and wax	1,292	4,491
Pig heads and feet	2,568	733
Pitch, coal tar	281	5,634
Plants, shrubs, and trees	590	62
Potash	1,095	730
Provisions, preserved	1,419	650
Pulp of wood	2,124	269
Pyrites	8,654	20
Rags	5,134	1,941
Rice	5,671	920
Ropes	1,063	2,090
Rosin	801	235
Salt:		
Refined	2,698	615
Waste and rock	7,411	1,047
Sand	11,358	213
Seeds:		
Cotton	10,422	972
Flax and linseed	15,469	2,638
Grass and clover	5,296	6,319
Other kinds	382	219
Sewing machines	66	1,277
Sewing machine stands	....	1,625
Ship stores	469	752
Skins, sheep	1,250	141
Slates, roofing	2,267	107
Soap, hard and soft	1,352	823
Soda	2,798	398
Soda ash	1,336	213
Soda, caustic	4,719	421
Spelter	625	767
Spirits:		
Casks	6,794	9,747
Cases	1,918	3,341
Starch	2,839	933
Stones:		
Grind	1,211	844
Pavement or flag	9,493	153
Straw	10,418	755
Sugar	130,783	49,775
Superphosphate of lime	4,169	4,314
Sirup and treacle	2,889	820
Tar, coal	1,079	1,853
Tea	3,398	166
Thread	254	2,120
Tin	976	320
Tobacco	1,870	137
Tow	3,795	921

General imports and exports for the year ended May 15, 1900—Continued.

Goods.	Tons.	
	Imported.	Exported.
I.—*Goods paying at least £25 of rates*—Cont'd.		
Toys	1,701	85
Vegetables:		
Carrots	5,549	25
Mangelwurzel	1,740	
Onions	7,229	170
Potatoes	879	771
Other kinds	1,348	23
Vinegar, casks and cases	613	549
Waste	1,466	1,083
Waters, mineral, etc	269	531
Whiting	3,846	662
Wood:		
Deals and logs	86,091	4,473
Staves	4,762	678
Firewood and lath wood	12,479	307
Other kinds	511	931
Wood ware	301	131
Wool	2,013	1,777
Woolens	314	263
Yarn	11,390	4,133
Yarn, hemp and tow	8,535	427
Zinc and zinc goods	1,748	862
Miscellaneous packages (number)	38,048	86,527
Total	1,257,987	1,456,398
II.—*Goods paying less than £25 of rates.*		
Miscellaneous (embracing over 300 classes or articles of goods)	36,518	26,653
Grand total	1,294,505	1,483,051

Number and tonnage of vessels arriving at Leith from May 15, 1899, to May 15, 1900.

Arrived from—	British.							
	Sailing vessels.				Steam vessels.			
	Loaded.		In ballast.		Loaded.		In ballast.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Ports in the Firth of Forth	176	6,349	199	12,155	501	24,787	308	32,495
Other ports in Scotland	153	12,554	28	1,623	1,378	173,632	500	48,907
London	44	3,994			208	102,183	12	11,826
Other ports in England	95	8,685	5	235	830	252,730	38	18,655
Ireland	1	47			60	16,795		
Holland					244	114,525	18	14,584
Hamburg	1	78	1	1,597	122	99,522	13	8,061
Germany					211	102,683	8	4,509
Denmark			1	55	52	42,777	5	5,940
Norway							7	5,845
Sweden					2	1,359	1	548
Russia					96	83,300		
Belgium	1	117			62	37,132	5	3,308
France	1	55			151	63,989	5	3,755
Spain					20	9,773		
Portugal	1	392			10	8,445		
Austria					2	2,399		
Turkey					11	13,800		
Cyprus					2	2,321		
Egypt					10	9,294		
Africa					6	5,242		
New Zealand	1	755						
Australia	1	1,573						
North America:								
British					11	20,885		
Foreign	4	7,082			56	101,905		
South America	7	8,637			5	7,314		
Total, 1899-1900	486	50,318	234	15,665	4,050	1,291,792	915	158,452
Total, 1898-1899	420	36,293	181	27,889	4,117	1,332,606	892	188,184
Increase	66	14,025	53				23	
Decrease				12,224	67	40,814		29,732

Number and tonnage of vessels arriving at Leith from May 15, 1899, to May 15, 1900—Continued.

Arrived from—	Foreign.							
	Sailing vessels.				Steam vessels.			
	Loaded.		In ballast.		Loaded.		In ballast.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Ports in the Firth of Forth	33	7,326	23	4,803	3	2,314	12	5,722
Other ports in Scotland	5	1,006	7	2,443	2	332	5	2,540
London	26	2,931			3	465		
Other ports in England	51	7,080	3	612	14	4,719	16	13,118
Holland			2	234	11	5,960	18	11,750
Hamburg	1	63			2	215	3	3,028
Germany	25	3,199	1	85	12	5,571	5	2,962
Denmark	19	1,704	3	384	110	45,355	5	1,583
Norway	74	12,938	2	201	21	8,147	6	4,354
Sweden	13	3,481			1	912	1	696
Russia	26	5,777			30	20,332		
Belgium					109	67,206	5	5,348
France	7	1,033	2	361	29	13,346		
Portugal	3	572			1	412		
Austria					1	1,265		
Turkey					1	974		
Africa	3	298			5	4,885		
North America:								
British	2	1,600			5	9,961		
Foreign	6	7,984			3	5,658		
South America	3	2,038			2	2,539		
Total, 1899–1900	297	59,030	43	9,123	365	200,568	76	51,101
Total, 1898–1899	265	52,972	24	9,616	372	191,634	62	28,965
Increase	32	6,058	19			8,934	14	22,136
Decrease				493	7			

RECAPITULATION.

Arrived from—	Total for year ending—			
	May 15, 1900.		May 15, 1899.	
	No.	*Tons.*	*No.*	*Tons.*
Ports in the Firth of Forth	1,250	95,951	1,145	81,710
Other ports in Scotland	2,078	243,087	2,011	241,737
London	293	121,398	313	125,080
Other ports in England	1,052	305,834	1,012	287,737
Ireland	61	16,842	62	18,307
Holland	293	147,053	296	146,393
Hamburg	143	112,584	138	123,767
Germany	262	119,009	271	116,634
Denmark	195	97,798	190	91,378
Norway	110	31,485	122	36,695
Sweden	18	6,996	30	13,124
Russia	152	109,409	156	119,847
Belgium	182	113,111	178	111,566
France	195	82,539	196	89,594
Spain	20	9,773	25	12,683
Portugal	15	4,821	16	5,062
Roumania			4	4,229
Austria	3	3,664	4	5,481
Turkey	12	11,774	9	11,673
Cyprus	2	2,321	4	4,334
Egypt	10	9,294	8	8,205
Africa	14	10,425	34	31,644
New Zealand	1	755		
Australia	1	1,573		
North America:				
British	18	32,446	27	48,033
Foreign	69	122,629	71	122,016
South America	17	20,528	11	11,230
Total, 1899–1900	6,466	1,836,049	6,333	1,868,159
Total, 1898–1899	6,333	1,868,159		
Increase	133			
Decrease		32,110		

Number and tonnage of vessels sailing from Leith from May 15, 1899, to May 15, 1900.

Sailed for—	British.							
	Sailing vessels.				Steam vessels.			
	Loaded.		In ballast.		Loaded.		In ballast.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Ports in the Firth of Forth	86	6,930	344	13,701	581	40,170	420	105,141
Other ports in Scotland	173	9,714	4	127	1,780	200,025	85	18,023
London	4	468			166	96,449	2	4,229
Other ports in England	70	8,270	11	7,785	797	250,729	171	88,159
Ireland					52	17,335		
Holland					213	108,780		
Hamburg					127	102,693		
Germany					193	88,618		
Denmark	2	130	1	55	53	43,009		
Norway					1	675	7	5,140
Russia					64	59,729	2	2,330
Belgium					57	33,592	1	1,304
France	8	741			143	59,384		
Spain					20	8,450	2	3,226
Portugal					7	2,157		
Italy					6	8,105		
Egypt					9	10,242		
Japan					2	3,219		
North America:								
British							10	18,934
Foreign	1	1,987	3	2,784	18	23,083	21	39,141
South America	5	9,961			6	8,390	1	2,021
Total, 1899–1900	349	38,201	363	24,452	4,240	1,164,884	722	287,648
Total, 1898–1899	324	42,508	281	22,891	4,238	1,203,989	777	318,559
Increase	25		82	1,561	2			
Decrease		4,307				39,155	55	30,911

Sailed for—	Foreign.							
	Sailing vessels.				Steam vessels.			
	Loaded.		In ballast.		Loaded.		In ballast.	
	No.	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*	*No.*	*Tons.*
Ports in the Firth of Forth	30	6,821	125	18,647	9	3,549	69	34,387
Other ports in Scotland							2	488
Ports in England	3	416	1	160	4	1,883	27	18,309
Holland			2	234	22	11,363	2	2,336
Germany	27	3,307			8	2,744		
Denmark	62	8,580	1	80	113	45,898	1	688
Norway	46	10,795	1	801	9	2,734		
Sweden	10	2,591			2	1,671		
Russia	11	3,118			11	10,649	3	2,576
Belgium					111	69,540		
France	3	237			21	9,956		
Spain			1	547	8	3,383		
Portugal	2	719						
Italy	1	601			3	3,400		
Austria					1	1,350		
Turkey					1	1,500		
Africa	1	884						
Australia	1	996						
North America:								
British	1	81					4	8,111
Foreign			5	6,824	1	2,198	2	4,006
South America	3	2,074			4	6,412	1	1,640
Total, 1899–1900	201	41,080	136	27,293	328	178,225	111	72,542
Total, 1898–1899	172	40,627	114	21,436	348	181,583	89	43,388
Increase	29	453	22	5,857			22	29,154
Decrease					20	3,358		

Number and tonnage of vessels sailing from Leith from May 15, 1899, to May 15, 1900—Continued.

RECAPITULATION.

Sailed for—	May 15, 1900.		Total for year ending May 15, 1899.	
	No.	*Tons.*	*No.*	*Tons.*
Ports in the Firth of Forth	1,664	228,846	1,651	219,051
Other ports in Scotland	1,994	228,377	1,940	230,203
London	172	101,146	202	109,695
Other ports in England	1,084	375,711	1,030	376,842
Ireland	52	17,835	54	17,084
Holland	239	122,715	214	106,058
Hamburg	127	102,693	109	94,550
Germany	228	94,669	237	97,266
Denmark	233	98,435	224	97,642
Norway	64	20,145	59	19,546
Sweden	12	4,622	25	10,194
Russia	91	78,402	100	83,996
Belgium	169	104,436	166	108,985
France	175	70,818	148	69,341
Spain	31	15,606	25	13,598
Portugal	9	2,876	12	3,642
Malta			4	4,976
Italy	10	12,106	16	20,071
Austria	1	1,350	7	8,141
Turkey	1	1,500	5	6,447
Egypt	9	10,242	12	18,820
Africa	1	884	2	3,028
Japan	2	3,219	3	6,057
East Indies			1	476
West Indies			2	2,881
Australia	1	996		
North America:				
British	15	27,126	22	39,900
Foreign	46	80,022	41	70,244
South America	20	30,498	32	46,247
Total, 1899-1900	6,450	1,834,275	6,343	1,874,981
Total, 1898-1899	6,343	1,874,981		
Increase	107			
Decrease		40,706		

DUNDEE.

The year 1899 was characterized by a marked improvement over many of its predecessors in the general tone of the trade in the staple industries of the city, as regards both the demand and the prices realized for all descriptions of goods. The relations between employer and employed have been excellent during the year, and, with the exception of a strike in the early fall, which threatened to assume serious proportions, there has been an entire absence of those conflicts between capital and labor which have in past years been of somewhat frequent occurrence.

JUTE.

The quantity of jute imported in 1899 was considerably under the average of recent years—the amount, after allowing for the reexportation of 56,134 bales (weighing about 400 pounds each), being 1,080,077, as against 1,346,212 in the previous year and 1,207,548 in 1897. The bulk of this was of the 1898 crop. Its quality gave rise to many complaints, but these were settled by arbitration by which, as a rule, proper allowances were awarded. All things considered, the prices in the opening months of the year were too high, especially when the quality supplied was taken into consideration. With the market in a sluggish condition on this account, matters were not improved by indications at Calcutta that the quantity of jute was likely to considerably exceed the first estimate of the Indian government, and spinners who were generally well supplied with cheap jute refrained from buying except in small quantities, and then only after inspection. The new crop was sown under favorable conditions, and the genial rains of April gave promise of a good yield. When, however, the first government forecast was issued a couple of months afterwards, it was found that these prospects were not likely to be realized on account of too much rain. Only a "14-anna" crop was then estimated; that is to say, it was as much short of being a full average as 14 annas are of being a rupee (16 annas). This tended to harden up prices, and when the final forecast was issued in September and the new estimate put at only a 12-anna crop, prices of both old and new jute advanced. The material coming to hand in the closing months of the year was found to be in a great measure damaged, arising from being stowed on board ship while damp, and in many cases, arbitration had to be resorted to to effect a settlement.

It is estimated that the consumption of jute in 1899 has been greater than in previous years, although the output of cloth has not increased in a corresponding ratio. This was due, to a great extent, to the inferior quality of the raw material, which, besides causing much discontent among the workers, entails a larger amount of waste. The workers, too, are careless, and this, together with irregularity in attendance, is a standing grievance in a number of the large works. The following table shows the prices ruling during the year:

[Ex-warehouse.]

Date.	R F. C or D. 4.				Best first marks.				R F. D or S B.			
	English money.			United States currency.	English money.			United States currency.	English money.			United States currency.
	£	s.	d.		£	s.	d.		£	s.	d.	
January 4	15	7	6	$74.82	12	15	0	$62.04	10	17	6	$52.92
March 1	15	7	6	74.82	12	10	0	70.56	10	17	6	52.92
May 2	14	15	0	71.78	11	17	6	57.79	10	15	0	52.31
July 5	14	10	0	70.56	11	15	0	57.18	10	0	0	48.66
September 6	16	5	0	79.08	13	0	0	63.26	11	17	6	57.79
November 1	17	15	0	86.88	15	2	6	73.60	12	10	0	60.83
December 31	17	15	0	86.88	14	5	0	69.85	18	0	0	63.26

JUTE YARNS.

Jute yarns in the opening months met with a free demand, with a corresponding hardening of prices. These conditions were maintained until the middle of the year, when values relaxed with the falling off in demand. A month or two later, however, the Argentine Republic placed large orders with local spinners for heavy roves, to be used in connection with telegraph-cable construction, and repetitions of these orders had great effect in bringing about the increase in price, which took place in September and continued during the rest of the year. In the finer sizes, Spain has taken a large increase over her usual requirements, while South America has drawn about a normal supply. In the heavier sizes, however, Argentina and other South American States purchased in largely increased quantities. Germany has been adding more spinning machinery, and consequently does not draw to the same extent upon other sources.

An increasing consumption of ordinary and fine yarns appears in the home trade, arising from the greater number of looms of wide pattern which are being put into different works, for the manufacture of goods suitable for the floor-cloth business. In the spring, several large consignments of yarn were imported from Calcutta, but since the new season began, only about 50 tons have been placed on this market. The inferior quality of the raw material this year has been a cause of much grumbling among the mill hands, and a good deal of tact was necessary to prevent the discontent assuming the dimensions of a strike. A table is subjoined giving the fluctuations in prices of the different kinds:

Date.	8-pound jute weft.		8-pound medium warps.		24-pound sacking weft, per pound.	
	English money.	United States currency.	English money.	United States currency.	English money.	United States currency.
	s. d. s. d.	*Cents.*	*s. d. s. d.*	*Cents.*	*s. d. s. d.*	*Cents.*
January 4	1 2¼ to 1 2⅜	28.8 to 29.0	1 3½ to 1 4	31.4 to 32.4	0 1 7/16 to 0 1½	2.6 to 3.0
March 1	1 2¾	29.9	1 3½ to 1 4	31.4 to 32.4	0 1½	3.0
May 3	1 2	28.3	1 3 to 1 3¼	30.4 to 30.8	0 1 7/16	2.8
July 5	1 1⅞ to 1 2	29.8 to 28.3	1 2¾ to 1 3¼	29.9 to 30.8	0 1 7/16	2.8
September 6	1 3½	31.4	1 4¼ to 1 4¾	32.9 to 33.9	0 1 9/16	3.1
November 1	1 6¼ to 1 6½	36.9 to 37.4	1 7½ to 1 8	39.5 to 40.5	0 1⅛	2.3
December 31	1 5⅛ to 1 5⅜	36.4 to 36.9	1 6¾ to 1 7	38.0 to 38.5	0 1½ to 0 1 11/16	3.1 to 3.8

JUTE GOODS.

Manufacturers of jute fabrics have had a fair share of the improved conditions of trade, although not, perhaps, to the same extent as those engaged in other branches of the industry. The demand was in a languishing condition in the early months of the year, and continued so till about midsummer, when orders from the principal foreign markets came in in increasing numbers and put new life into the trade. The prospects pointed to a steady improvement, and prices gradually moved upward. During August, an active demand sprang up in the United States for burlaps, paddings, and baggings, and, as certain foreign markets had closed their doors to goods from plague-infected districts, orders were given to Dundee which otherwise would not have been received. As a result of this increased demand, manufacturers had their hands so full that they refused to sell burlaps beyond two months ahead.

Twilled bags, used in connection with irrigation works on the Nile, which had hitherto been obtained from Calcutta, were now supplied by local manufacturers, while the markets of both North and South America placed orders in Dundee which could not be filled in Calcutta with the same prospect of speedy delivery. The domestic trade was also well maintained, more especially in the closing months of the year, when it received a considerable stimulus from large Government orders for sacking and burlap bags for use in the transportation of war stores to South Africa. During the first six months of the year, prices ruled low, in sympathy with the flagging demand, but about July buying for the United States commenced, and was quickly followed by Argentina. The result was that prices rushed up to a point which has not been reached for many years past. Calcutta prices had also advanced to almost the same level as Dundee, but in many cases, preference was given to the latter on account of quicker delivery.

In September, the mill operatives demanded a rise of wages, and immediately followed their demand by coming out on strike. A general lockout was threatened, but after three weeks' idleness the workers resumed operations at the old wages, receiving an advance, however, later on (December 1).

In the following table will be found the prices of cloth during the year:

Class.	January 4.		March 1.		May 3.	
	English money.	United States currency.	English money.	United States currency.	English money.	United States currency.
	Pence.	*Cents.*	*Pence.*	*Cents.*	*Pence.*	*Cents.*
Burlaps, 40 in., 11 por., 10¼ oz	1[illegible] to 1[illegible]	3.40 to 3.44	1[illegible] to 1[illegible]	3.50 to 3.53	1[illegible] to 1[illegible]	3.30 to 3 40
Burlaps, 73 in., 11 por., 10¼ oz	1[illegible] to 1[illegible]	3.44 to 3.50	1[illegible] to 1[illegible]	3.44 to 3.50	1[illegible] to 1[illegible]	3.44 to 3.50
Tarpauling, 25 in., 11 por., 20 oz	2[illegible] to 2[illegible]	4.30 to 4.40	3[illegible] to 3[illegible]	6.60 to 6.70	3[illegible] to 3[illegible]	6.40 to 6.50
Sacking, 27 in., 8 por., 16 oz.	2[illegible] to 2[illegible]	4.20 to 4.40	2[illegible] to 2[illegible]	4.10 to 4.30	2 to 2[illegible]	4 to 4.06
Bagging, 44 in., 7 por., 18 oz.	2[illegible]	4.80	2[illegible] to 2[illegible]	4.80 to 4.90	2[illegible] to 2[illegible]	4.60 to 4.80

Class.	July 5.		September 6.	
	English money.	United States currency.	English money.	United States currency.
	Pence.	*Cents.*	*Pence.*	*Cents.*
Burlaps, 40 in., 11 por., 10¼ oz	1[illegible] to 1[illegible]	3.19 to 3.30	1[illegible] to 1[illegible]	3.50 to 3.60
Burlaps, 73 in., 11 por., 10¼ oz	1[illegible] to 1[illegible]	3.40 to 3.44	1[illegible] to 1[illegible]	3.70 to 3.80
Tarpauling, 25 in., 11 por., 20 oz	3[illegible] to 3[illegible]	6.30 to 6.40	3[illegible] to 3[illegible]	6.60 to 6.70
Sacking, 27 in.8, por., 16 oz	2	4.00	2[illegible]	4.09
Bagging, 44 in., 7 por., 18 oz	2[illegible] to 2[illegible]	4.60 to 4.80	2[illegible] to 2[illegible]	4.80 to 4.90

Class.	November 1.		December 31.	
	English money.	United States currency.	English money.	United States currency.
	Pence.	*Cents.*	*Pence.*	*Cents.*
Burlaps, 40 in., 11 por., 10¼ oz	2[illegible] to 2[illegible]	4.20 to 4.30	2[illegible] to 2[illegible]	4.25 to 4.30
Burlaps, 73 in., 11 por., 10¼ oz	1[illegible] to 1[illegible]	4.40 to 4.50	2[illegible] to 2[illegible]	4.60 to 4.80
Tarpauling, 25 in., 11 por., 20 oz	3[illegible]	7.60	3[illegible] to 3[illegible]	7.50 to 7.70
Sacking, 27 in., 8 por., 16 oz	2[illegible] to 2[illegible]	4.90 to 5.00	2[illegible] to 2[illegible]	5.20 to 5.30
Bagging, 44 in., 7 por., 18 oz	2[illegible] to 2[illegible]	5.60 to 5.80	2[illegible] to 2[illegible]	5.60 to 5.80

FLAX.

The importation of flax and tow during the year 1899, though not so large as in 1898 (which, however, was considerably above the average), was in excess of the years immediately preceding. The quality was of high standard, and, as prices were exceptionally low, spinners took the opportunity to fill up their stocks and so guard against any shortcoming in the growing crop. From Riga, about the same amount as last year has been imported, with an increased quantity of tow. St. Petersburg and Pernau, on the other hand, show a considerable falling off, owing, partly, to the large stocks of the previous year's flax held and partly to the European markets having taken larger quantities than usual. What has been received from these two sources, however, has given general satisfaction, and it is a noticeable feature that arbitration has not had to be resorted to during the past year on questions of bad shipment. In packing the flax for shipment to this country, that at Riga is invariably put up in mats of about 1 hundredweight each. At Pernau, Dorpat, and Pskoff, it is usually put up in bobbins, weighing about 2 hundredweight each, the bobbin containing about 16 heads or bunches of flax, tied together by ropes. These are what is known as water-retted or white flax. What comes from St. Petersburg and Archangel is made up in bales of about 5 hundredweight each, press packed in mat wrappers, and is known as dew-retted or brown flax. When exported from here to the United States, it is usual to repack bobbin flax in pack sheets or mats, as the steamship companies refuse to carry it loose on account of the danger of fire.

With unfavorable reports on the prospects for the growing crop, prices began to advance in midsummer and continued to do so throughout the rest of the year. From samples received later, it was evident that these reports were not without good grounds. The climatic conditions had been altogether against the farmer, who, in many cases, had to gather the crop before it was fully grown. The new crop looks and spins well enough, but it is lacking in the strength which is required for heavy fabrics, such as sailcloth, etc. The prices of the principal marks are furnished in the accompanying table:

Class.	January 4.		March 1.	
	English money.	United States currency.	English money.	United States currency.
	£. s. £. s.		£. s. £. s.	
Riga K	14 00 to 15 00	$68.13 to $73.00	14 10 to 15 00	$70.56 to $73.00
Riga HD	15 10 to 16 00	75.43 to 77.86	15 10 to 16 00	75.43 to 77.86
Bejetsky Seretz	26 00 to 27 00	126.52 to 131.39	27 00 to 28 00	131.39 to 136.26
Yarapol	23 10 to 24 00	114.36 to 116.79	23 00 to 23 10	111.92 to 114.36
Pernau D	20 10 to 21 00	99.76 to 102.19	21 10 to 22 00	104.63 to 107.06

Class.	May 3.		July 5.	
	English money.	United States currency.	English money.	United States currency.
	£. s. £. s.		£. s. £. s.	
Riga K	14 10 to 15 00	$70.56 to $73.00	13 10 to 14 00	$65.69 to $68.13
Riga HD	15 10 to 16 00	75.43 to 77.86	15 00 to 15 10	73.00 to 75.43
Bejetsky Seretz	27 00 to 27 10	131.39 to 133.82	26 00 to 26 10	126.52 to 128.96
Yarapol	22 00 to 22 10	107.06 to 109.49	20 00 to 20 10	97.33 to 99.76
Pernau D	21 10 to 22 00	104.63 to 107.06	21 00 to 21 10	102.19 to 104.63

Class.	September 6.		November 1.	
	English money.	United States currency.	English money.	United States currency.
	£. s. £. s.		£. s. £. s.	
Riga K	15 00 to 15 10	$73.00 to $75.43	16 00 to 16 10	$78.78 to $80.20
Riga HD	17 00 to 17 10	82.73 to 85.16	18 00 to 18 10	87.59 to 90.00
Bejetsky Seretz	27 00 to 27 10	131.39 to 133.82	28 00 to 29 00	136.26 to 141.12
Yarapol	22 00 to 22 10	107.06 to 109.49	24 00 to 24 10	116.79 to 119.23
Pernau D	22 00 to 22 10	107.06 to 109.49	24 00 to 25 00	116.79 to 121.66

Class.	December 31.	
	English money.	United States currency.
	£. s. £. s.	
Riga K	20 00 to 21 00	$97.33 to $102.19
Riga HD	20 00 to 21 00	97.33 to 102.19
Bejetsky Seretz	32 10 to 33 00	158.16 to 160.83
Yarapol	30 00 to 31 00	146.24 to 151.10
Pernau D	28 00 to 29 00	136.51 to 141.37

SPINNING.

As will be seen from the foregoing remarks, spinners commenced the year under exceptionally favorable conditions in regard to quality and price of the stock, which as a rule was a large one, held from the excellent crops of 1897 and 1898. A brisk demand for yarns, which had prevailed in the first half of the year, became even more active after midsummer, so much so that it was with the utmost difficulty supplies could be turned out quick enough, and as it was, continental and Irish spins had to be drawn on in large quantities for certain sizes, which it was practically impossible to obtain in the local market. Besides the actual demands of the trade, the destruction by fire of three large works in neighboring towns put an additional strain on local machinery, causing a sharp advance in prices, which were stiffened by Government orders, requiring quick delivery for cloth for war purposes. The export has been considerably in excess of that in 1898, chiefly to Spain, though trade with other European countries, as well as with South America, has been fully maintained. The subjoined table gives the prices ruling at various periods of the year:

[Per spool.]

Class.	January 4.		March 1.		May 3.	
	English money.	United States currency.	English money.	United States currency.	English money.	United States currency.
	s. d. *s. d.*	*Cents.*	*s. d.* *s. d.*	*Cents.*	*s. d.* *s. d.*	*Cents.*
2 pounds, flax weft..	1 1 to 1 1¼	26.0 to 27.0	1 1 to 1 1¼	26.0 to 27.0	1 1 to 1 1¼	26.0 to 27.0
3 pounds, flax warp.	1 4½ to 1 5	33.4 to 35.5	1 4 to 1 4½	32.4 to 33.4	1 4½ to 1 5	33.4 to 35.5
3 pounds, tow weft..	1 1½	27.3	1 1¾	27.8	1 1¼	26.8
6 pounds, tow weft..	1 7¼	39.0	1 7¼	39.0	1 7¼	39.0

Class.	July 5.		September 6.	
	English money.	United States currency.	English money.	United States currency.
	s. d. *s. d.*	*Cents.*	*s. d.* *s. d.*	*Cents.*
2 pounds, flax weft	1 1 to 1 1¼	26.0 to 27.0	1 1 to 1 1¼	26.0 to 27.0
3 pounds, flax warp	1 4½ to 1 5	33.4 to 35.5	1 4¾ to 1 5¼	33.9 to 35.9
3 pounds, tow weft	1 1	26.3	1 0¾ to 1 1	25.8 to 26.3
6 pounds, tow weft	1 7¼	39.0	1 7¼ to 1 7½	39.0 to 39.4

Class.	November 1.		December 31.	
	English money.	United States currency.	English money.	United States currency.
	s. d. *s. d.*	*Cents.*	*s. d.* *s. d.*	*Cents.*
2 pounds, flax weft	1 2¼ to 1 3	29.0 to 30.4	1 4½ to 1 5	33.4 to 35.5
3 pounds, flax warp	1 5¾ to 1 6¼	36.9 to 37.0	1 9½ to 1 10	43.5 to 44.6
3 pounds, tow weft	1 2¼ to 1.3	29.3 to 30.4	1 2¼ to 1 3	29.3 to 30.4
6 pounds, tow weft	1 8½ to 1.9	41.5 to 42.5	1 10 to 1 11	44.6 to 46.6

In manufactured goods, the year opened with a great want of vitality in the local trade, but as time went on, things were livened up considerably; not only was there activity in the foreign and colonial market, but the home trade generally improved and business assumed a much brighter aspect than could have been expected from the conditions of a few months before. The United States, including Cuba and Porto Rico, have taken much larger quantities than usual, while the colonies and nearly all the foreign markets have increased their purchases.

In the heavier class of goods, the war office was the largest customer, and in the closing months of the year, makers had to refuse further orders.

Taken altogether, the review of the local industries presents a gratifying retrospect for 1899, with a bright outlook for the opening of the ensuing year. Dundee has had a larger share of prosperity than in many previous years.

JOHN C. HIGGINS, *Consul.*

DUNDEE, *October 25, 1900.*

DUNFERMLINE.

Since my previous annual report on the commerce and industries of this section of Scotland, varied and unlooked for economical changes have occurred, which have stimulated and boomed some classes of trade, while other industries have been depressed and unsettled.

The South African war created an enormous demand for army and navy supplies, and localities that did not benefit directly from Government contracts benefited indirectly.

In some parts of Scotland, manufacturers who found trade dull in their particular line turned their attention to the manufacture of special lines required by Government contractors of war supplies.

This was notably true of a number of jute-weaving factories, which turned some of their looms on to the weaving of flax, in the form of hucks, ducks, canvas, and various kinds of toweling for hospital and field use.

The heavy grade of yarns required for the weaving of those classes of fabrics soon resulted in the consumption of immense quantities of flax. The price of flax rose rapidly with the demand, and, as a natural result, carried with it the price of the grade of yarns used by Dunfermline manufacturers in the weaving of high-class damask linen tablecloths and napkins.

Most of the manufacturers, however, were sufficiently stocked with yarns to enable them to fill the contracts entered into on a basis of low-priced yarns.

The value of declared exports from this consular district for the year ended June 30, 1900, shows a marked increase over that of the year ended June 30, 1899. This increase is accounted for largely by the greater volume of business, and not by increase in price of commodities shipped, as comparatively few shipments included in this report were invoiced at advanced prices.

YARNS, LINENS, AND COTTONS.

Between September, 1899, and July, 1900, line-weft yarns advanced in price about 70 per cent and medium warps about 60 per cent. Since July, those grades of yarns have gradually dropped about one-half of the advance made; consequently, they are 33⅓ per cent higher than in September, 1899, while heavy flax yarns are 50 per cent higher. Coal has advanced fully 50 per cent, and paper twine and all other kinds of material that enter into the cost of manufacturing and preparing linens for the market have advanced.

The short American cotton crop, the Hoboken cotton fire, and the Galveston disaster have affected the price of raw material entering into cotton and union goods, large quantities of which are exported annually from the factories of this district to the United States.

The high price of yarns and other articles of raw material led manufacturers to advance the price of goods on new contracts to cover the increased cost, but the difficulty of securing orders from American buyers at the advance called for soon became apparent. Buyers adopted a waiting policy, except in cases of urgent need, when some small orders were placed at a compromise price. The fluctuating state of the yarn market and the disposition of American buyers to wait for lower prices have somewhat depressed the trade here, and about 25 per cent of the looms in the district are now idle. Orders, I am told, are beginning to come in more freely; the opinion seems to prevail that it will be impossible to secure orders at the extreme advanced prices asked, but that an average advance of 10 per cent is likely to be maintained on linens. With the present scarcity of cotton, however, the future prices of cotton and union goods can only be conjectured.

COAL.

The coal crisis in Russia and general scarcity of coal on the Continent, coupled with the increased home demand arising from the enormous consumption of fuel by the navy and Government transport service since the beginning of the South African war, has brought coal to a price that has not been equaled in Britain since 1873.

The coal question is attracting more attention than any other industrial theme now before the British public.

The boom in coal is swelling the dividends of mining companies, and great industrial activity and prosperity prevail in mining towns and villages, miners' wages having reached the highest point ever recorded here.

On the other hand, dear fuel is adding to the first cost of manufactured articles, which materially affects trades that have close foreign competition, and the majority of wage earners are complaining of the high price of domestic coal, which, to the poorer laboring classes, is becoming a burden and a hardship. Many interesting articles by experts and others have appeared recently in the leading newspapers and periodicals on the coal question, and much speculation has been indulged in by correspondents as to the causes of the high prices of coal, the nation's coal supply, and the probability that the coal measures of the country will, at no distant day, be exhausted.

This has led to discussion in the columns of the press as to the advisability of placing an export duty on coal, to discourage exportation and prevent speedy exhaustion of the coal supply.

The export-tax theory evidently has not been favorably received by the public, and the possibility of a coal shortage is considered so far remote that it would be unwise to check the exportation of coal, which could only result in disaster to the great body of miners, especially at times when the home demand for fuel could be easily supplied.

In the House of Commons, in March of the present year, Mr. Provand, M. P., suggested the appointment of a royal commission to investigate the coal supply. Mr. Balfour, leader of the House, did not see the necessity for such a commission unless there was some practical issue to lay before it.

Mr. Provand replied by letter, expressing the opinion that a very practical issue could be laid before the commission. He argued that the estimates and conclusions of the commission of 1871 proved so far astray that a commission should be appointed this year.

Here are some of Mr. Provand's grounds for the appointment of a commission:

> (1) They estimated our population in 1901 would be 35,000,000, while it will really be about 41,000,000. (2) They also estimated that our total consumption of coal in 1901 would be 162,400,000 tons, and the export 12,000,000 tons, making a total output of 174,400,000 tons. The foregoing figures are very different from the actual facts. Our output of coal in 1899 was 220,000,000 tons, of which the export was 41,000,000 tons. Of coal and cinders, there was exported about 2,000,000 tons, and the bunker coal for steamers' use was about 12,250,000 tons. Two years hence, that is to say, in 1901—the year for which the royal commission made their estimate—the production of coal will probably be several millions more than last year. Taking this at only 4,000,000, the difference between their estimate and the actual output in 1901 will be as 174,000,000 is to 224,000,000, making a difference of 50,000,000 tons in excess of what the royal commission estimated. (3) In 1879, the export (not reckoning bunker coal, coke, or cinders) was 10,300,000 tons. The royal commission did not expect that the export would ever exceed 13,000,000 tons, on the ground that the development of coal in North America, India, China, and other countries would check it; but our export is already 41,000,000 tons—about three and a half times what the royal commission estimated—and it is steadily increasing year by year. (4) In regard to the probable duration of our coal supply, the royal commission dealt with three estimates—(*a*) according to Professor Jevons, showing that it would probably last about 110 years; (*b*) another one by Mr. Price Williams, estimating 360 years; and (*c*) by the commissioners themselves, taking 276 years as its probable duration.
>
> Mr. Geddes, who reported on the Scottish coal fields, considered 12,000,000 tons, which was the total output in 1866, as likely to represent the future annual output in Scotland, and based on this, that our supply in Scotland would last for 820 years; but the output in Scotland is now 35,000,000 tons, nearly three times Mr. Geddes's estimate, and it is annually increasing. Within the last few years, several fresh estimates have been made, more particularly directed to how long our coal supply would be commercially valuable, and fifty years has been stated by competent, experienced engineers as the probable period when the principal seams will be exhausted; but in certain parts of the country, a much shorter estimate than this has been arrived at. For example, in a paper read before the Philosophical Society of Glasgow, in 1893, on the "Recent developments of the Hamilton coal fields," by Mr. R. T. Moore, mining engineer, Glasgow, he stated that at the then output of 11,000,000 tons per annum the field would last only twenty-four years. The time is therefore only seventeen years until the cheaply worked coal of Lanarkshire, by which Glasgow and its industries have been largely created, will come to an end. The manufacturing population of Glasgow and neighborhood supplied by Lanarkshire coal is more than one-fourth of the whole population of Scotland. No doubt, after the exhaustion of these cheaper coals there are others obtainable from a greater depth, and Ayrshire and the east of Scotland will be able to supply Lanarkshire, but it will be at a considerably increased cost, and must therefore materially affect manufacturing industries. The extreme possible duration of our coal fields is a question of little practical value. The question of importance is to ascertain for how long, having regard to our output, to our export, to the increasing cost with us, and to the output and cheapness in other countries, we shall be in a position to compete as hitherto in those industries requiring the consumption of considerable quantities of coal.

I can not learn that any steps have as yet been taken by the Government to appoint a commission, as suggested by Mr. Provand.

As it is nearly thirty years since a royal commission was appointed to investigate the probable quantity of coal available for use in the United Kingdom, it is to be hoped that another commission will soon be appointed, the report of which could not fail to be of practical value and of great commercial interest, not only to Britain but to all other nations, coal-producing and noncoal-producing.

Whatever grounds there may be in other parts of the Kingdom for predicting a shrinkage in the coal supply, there is no cause for alarm on that score in this consular district, as there are yet great stretches of undeveloped coal fields in the county of Fife, and the total annual output of mines in operation shows a marked increase from year to year. The largest mine in the county produces 1,400 tons per day, and there are many pits that produce from 400 to 700 tons per day. Thirty years ago, 200 tons per day was considered a good yield for a pit. The total output of the Fife mines for the year 1899 was 4,927,489 tons, an increase of 417,985 tons over 1898. In all probability, the year 1900 will show the Fife mines to have produced upward of 5,000,000 tons.

The number of men employed in the Fife mines in 1899 is estimated at 1,300, receiving an average wage of 6s. 6d. ($1.58) for eight hours' work. The present average wage for the same time is 8s. ($1.95).

Fully 60 per cent of the product of the Fife mines is exported to Continental ports.

The prices of coal in 1899 ranged, according to quality, from 8s. ($1.95) to 14s. 6d. ($3.53) per ton, f. o. b., at shipping ports. Present prices range from 10s. 6d. ($2.56) to 18s. ($4.38), f. o. b., shipping ports. During the Taff railway strike, when Welsh coal exports were greatly reduced, the market price of coal for two weeks ranged from 12s. 6d. ($3.04) to 23s. ($5.30) per ton, f. o. b., shipping ports.

The following is a comparative table of the coal shipments from ports in Dunfermline consular district to the end of last week (September 22, 1900):

Port.	Last week.	Previous week.	Corresponding week 1899.	Totals to date.	
				1900.	1899.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Burntisland	24,005	26,007	17,126	763,874	628,064
Dysart	1,549	1,350	905	59,228	33,592
Wemyss	1,470	1,332	103	48,448	30,053
Methil	38,316	42,942	27,645	1,219,798	936,474
Charlestown	1,905	547	667	42,076	28,236
Alloa	3,489	4,237	1,812	134,975	79,542
Clackmannan	254	912	509	31,407	26,409
Total	70,988	77,327	48,767	2,299,806	1,762,370

HARBOR IMPROVEMENTS.

To meet the expansion of the mineral traffic, the shipping facilities on the Fife coast have been greatly extended within the past ten years, the output from the collieries for export purposes alone having increased since 1886 from a little over 1,000,000 tons to 2,500,000 tons last year.

In the year 1887, a new dock was opened at the port of Methil, on the Fife coast, and two years ago the dock accommodation was almost doubled. It is estimated that about three-quarters of a million pounds sterling (nearly $3,750,000) have been expended on these docks and railway connections, the money having been provided by the North British Railway Company.

This railway company is also the joint managing body at the port of Burnt Island, which is situated about 8 miles by rail west of Methil and directly opposite the port of Leith. The opening of the Burnt Island port by the railway company in conjunction with the town council, many years ago, made a doorway for the outlet of the minerals of that section. In the year 1876, a wet dock was constructed, being the first of the kind on the northern shore of the Firth of Forth.

The coal shipments within the first ten years of the dock's construction increased from about 250,000 tons to over 800,000 tons per annum. The trade having outgrown the shipping facilities provided, parliamentary powers were obtained in the year 1897 for the construction of an additional dock, and this work is drawing toward completion. This new dock will be one of the largest on the Firth of Forth. Over 30 acres of ground have been reclaimed from the sea, and within this area the new dock, which will have a water area of over 10 acres, is constructed. To meet the requirements of modern vessels, the depth of water at spring tides will be 29 feet. The dock gates will be 60 feet wide. Three coal hoists worked by hydraulic power will be provided, and it is estimated that the machinery and other facilities will be such as to enable the harbor authorities to ship 1,500,000 tons over and above the present shipments, which average 850,000 tons annually. It is expected that the facilities will be such as to attract the mercantile shipping of all nations, and that a general export and import trade will be secured.

At present, little or no direct shipping is carried on between the United States and the ports in this consular district, all exports of linen, linoleum, etc., going by rail, principally to the ports of Glasgow and Liverpool, while the great variety of imports that are annually consumed in this district are distributed from the ports of Glasgow and Leith.

It is considered probable by some that when the new dock is completed, American shipping to Leith will partly be diverted to the Fife coast.

IMPORTS.

The products of the American farm and factory brought into this district annually are varied and numerous, but as they are distributed from Glasgow, London, Leith, and other ports, no estimate of the total value is possible.

The demand here for certain articles of American make is of constant and healthy growth. This is especially true of agricultural implements, in some lines of which the United States has a monopoly of the market, with perhaps binders and plows in the lead. Traveling salesmen of firms in the large commercial centers that have agencies for American agricultural implements solicit among the farmers in all parts of the district where weekly markets are held.

Innumerable articles in the hardware line of American manufacture are sold in all the towns in this district, and boots and shoes of American make are becoming quite common. Dealers who handle them report an increasing demand.

Some dealers complain that they would prefer to handle American goods direct rather than through London and Glasgow agents, but that this is generally discouraged; when they attempt to deal directly with the American houses, their correspondence is referred to the nearest agency in Britain.

Should the completion of the new dock at Burnt Island lead to the establishment of a direct line of shipping between that place and United States ports, American exporters will better appreciate the value of this district as a consumer of American imports.

EXPORTS.

The total value of exports from this consular district to the United States for the year ended June 30, 1900, is $2,368,724.34, an increase of $685,274.97 over that of the year ended June 30, 1899.

Value of declared exports from the consular district of Dunfermline, including Kirkcaldy agency, to the United States for the year ended June 30, 1900.

Article.	Quarter ending—				
	September 30.	December 31.	March 31.	June 30.	Total.
Burlaps	$1,730.31			$824.63	$2,554.94
Chair canvas				363.54	363.54
Combs	175.78	$129.14			304.92
Cottons	35,275.23	48,359.24	$42,785.19	27,560.51	153,980.17
Drawings				75.51	75.51
Golf clubs		342.30		187.54	529.84
Jute				376.20	376.20
Linens	707,804.35	517,910.58	548,686.57	309,872.89	2,084,274.39
Linen yarn		266.56		329.99	596.55
Linoleum, floor cloth, and cork carpet	37,642.80	25,926.26	27,440.27	33,554.86	124,564.19
Machinery		228.73			228.73
Paper		15.35			15.35
Rollers			3.65	43.80	47.45
Whisky			520.55	292.01	812.56
Total	782,628.47	593,178.16	619,436.23	373,481.48	2,368,724.34

J. N. McCunn, *Consul.*

Dunfermline, *September 25, 1900.*

SUPPLEMENTARY.

In my report of September 25, 1900, I called attention to the depressed state of the linen trade of this district, owing to the inability of the manufacturers to procure orders from American importers at the advanced rates, caused by the high price of yarn, coal, and other items of expense that enter into the first cost of the finished product.

Since then, the condition of the trade has gone from bad to worse, being further depressed by the weakness of the home market. Many of the looms are standing idle and a number of the factories are on short time, on account of the falling off of orders from United States importers, who refuse to place new contracts at the advanced prices, with the exception of an occasional small order to meet present demands. It is the general opinion here that the advanced prices will be maintained, as they are based upon the increased cost of the raw material and other items of expense, over which the manufacturers have no control.

A belief also prevails that yarns will remain at a high price until the new flax crop comes on the market at the close of the year, and that even though the Irish and the Belgian, Russian, and other Continental flax crops should all be heavy, the extremely reduced stocks of yarns in the warehouses will keep the demand for yarns firm and the prices up.

From this point of view of the question, American importers of Dunfermline damasks will sooner or later be obliged to place their orders at current or higher prices. The manufacturers are confident in their belief that the present state of trade can not continue much longer, and that as soon as American stocks of Scotch linens, tablecloths, napkins, towels, etc., are reduced, importers will again buy freely.

J. N. McCunn, *Consul.*

Dunfermline, *March 27, 1901.*

GLASGOW.

Trade in this district for the past year has been reasonably good, though a falling off tendency can be detected for the later months. This is especially noticeable in industries largely dependent on coal, the price of this having steadily advanced until it reached a point where production in certain lines of manufacture was no longer profitable. The use of American-made goods is on the increase. During the past three months, there have been large consignments of iron and steel from the United States, and still others have been contracted for. This steel, I am informed, is offered here for $2.40 to $5 less per ton than the Scotch make. In electric supplies and material, including cables and engines for power-houses and buildings, American interests have been widely successful. American-made boots and shoes have also found increased sales, especially the lighter and finer qualities. Three years ago, there was probably not a genuine American shoe sold here; now, however, there is a fixed demand, which shopkeepers find it profitable to be able to supply.

IRON AND STEEL.

The high price of coal has very materially affected the iron and steel industries of this district. American and German competition has also been a stumbling-block. In certain lines, notably malleable iron and steel, wages have been reduced 5 per cent, and further reductions are threatened; in pig iron, there has been a reduction of 10 per cent. Warrants for pig iron have gone down from $18.48 in April last to $14.40 at present, and steel has gone from $41.28 to $33.22. Malleable iron has decreased about $9.70. At present in the malleable iron trade, the men average three shifts per week, and in the steel trade, about four shifts per week.

Malleable tubes.—American competition is complained of, but manufacturers here have been able to meet the competition by importing from America the raw material at prices from $7.20 to $9.60 per ton less than purchases here. In a recent report on the steel trade of Scotland, a writer says:

> As to the prospects of trade for the coming year, unless workmen and coal owners in this country realize the position due to foreign competition and consent to a readjustment of costs necessary to meet same, the outlook for 1901 is unsatisfactory, and must result in a number of the works in the district closing until this is remedied. Neither the harbor authorities nor the railway companies in this country have equipped themselves in the manner Americans have done for handling the ore traffic cheaply. The clever labor-saving appliances which Americans have adopted for the ore-carrying traffic have not yet even been attempted here. Trade is also seriously hindered by the high mileage rates for railway carriage and by the relatively high scale of wages paid to steel workers, compared with what is paid in the United States of America and Germany. The wages of steel workers in this country were based on the plant used at the start of the trade, with the result that men whose tonnage wages were fixed to give them about 10 shillings ($2.43) a day now earn, owing to improved machinery and plant, from two to six times this sum per day.

Still another report on the locomotive building outlook says:

Our friends across the Atlantic know full well how "sweet are the uses of advertisement," and being past masters in the art, they never lose an opportunity of proclaiming to the world and to their own and the British public in particular how go-ahead and all-conquering are the enterprising and wide-awake American engineers. They have so far succeeded that the British public and British press have been thoroughly aroused to the imminence of danger to British trade through American competition, and the feeling seems to prevail that British makers are only allowed to exist on American sufferance. In this excitation of public feeling, it is curious to note that the only ones unperturbed are the British makers themselves, and there surely must be some reason for these maintaining their equanimity, when it is said that their bread is being thus taken from them. The reason is that American competition is more of a blessing than otherwise, and that which ever way the bogey of American competition turns, it is likely to react to the ultimate benefit of the British locomotive builders. It is true that American makers have picked up a few orders here and there. And why? Mainly because the British makers, having other contracts on hand, can not easily lay these aside to give the latest comer the preference, because he failed to look ahead and order in time. America thus often gets its opportunity from the indolence or want of judgment of the purchaser. At no time could home makers so well have afforded to stand the test of American competition as they can at the present moment, and the result of that competition, if not already manifest, will be known before our makers have to face it as a serious menace to their trade. It may be asked, then, why do not British manufacturers make arrangements to supply all the demand? The answer is twofold, namely, that they are doing so to a reasonable extent, but only in accordance with sound and proved business principles. Were the locomotive industry a new industry and the present boom an indication of what would be the normal state of trade in future years, the locomotive shops would be at once increased correspondingly, but on the principle of sound business it is necessary to compute the past in an estimate of the future, and when we do so, we find there have been similar booms in the history of the locomotive trade, followed by seasons of depression when the existing capacity was more than able to cope with double the demand, and, unfortunately, as is the nature of the case in other trades, these depressions generally last longer than the periods of activity.

With regard to our statement that American competition will react in favor of British trade whether it succeeds or fails, it is necessary to explain that American engines are simply on their trial so far, and have as yet by no means proved themselves acceptable to lines outside of their own environment. If they prove themselves to be unsuitable for home and Indian railways, as they have done for the Japanese and other railways after a fair trial, then the British makers resume their own with their basis more firmly established than before. Up till now, the bogey has been held up before the eyes of the British manufacturers as a menace, in order, if possible, to lower prices in what was then a rising market, and the result in almost every case has been that the experiment is not likely to be repeated to any considerable extent, in view of the experience already gained. But let us suppose, on the contrary, that American engines prove themselves to be in any way the superior of the British article. In this case also, the effect would be beneficial to home makers, as in the event of the American type of engine being universally adopted, there is nothing in the construction of British shops which would prevent them turning out the simpler American type of engine at the rate of about double their present capacity for British types. In the meantime, American competition is more of an interesting study to home makers than of a perturbing element in their forecast of the future.

Agricultural implement makers do not regard the future outlook as encouraging, and a report on the present conditions winds up as follows:

American competition every year grows keener, especially in harvesting machinery, such as mowers, reapers, binders, horse rakes, and hay tedders, and just as the large British makers have in past years absorbed all the small local makers' trade, the question with many now is, are the millionaire firms of America to absorb the trade of the large British makers? Everything points in this direction. The American firms have everything in their favor—complete protection in their own country, free labor without any restriction as to men's output, while the British manufacturer is harassed and handicapped on every side with the restrictions of trade unions.

EARTHENWARE.

A report on conditions and prospects of this industry says:

> One thing may be noted in connection with the future. The United States has hitherto been the largest outside market for British earthenware, although potteries have long existed there and the customs duties are excessively high. The American potter, however, has not had the increased costs during this year which have fallen so heavily on his British competitor, and has, therefore, not required to advance his prices, and our information is that this has told in his favor and given a special impetus to the increase of production there. It is also said the American workman is steadier, and can be relied on to produce his full quantity of work. The ultimate result, however, remains to be seen. But sufficient is before us to cause both manufacturer and workman to be on the alert, as the country can only successfully maintain its trade by striving after continued progress in its methods of production as well as in quantity.

SUGAR REFINING.

As large refining establishments are located at Greenock, and in former years this was one of the leading industries of that city, I append the following, taken from a report from that place:

> Turning to sugar refining, no rosy account can be given, yet one can say with truth that the trade during the year has been, on the whole, fairly satisfactory. The quantity of sugar refined shows an increase of fully 10 per cent as compared with 1899, and the five firms who maintain the struggle against their bounty-favored continental competitors have been able to run their works almost continuously throughout the year, obtaining prices for their produce which, while showing no great profit, generally left them a sufficient working margin. The supplies of refining sugar have been mainly beet root, drawn from the Continent, the countervailing duties against European beet root in operation in America having had the effect of diverting almost the whole of the world's cane sugar supplies to that quarter, and rendering it difficult for those home refiners who make a specialty of cane sugar to obtain adequate supplies. Fortunately, this state of affairs is unlikely to be of long duration, as the rapid development, under American rule, of Cuba, Porto Rico, and the Sandwich Islands will probably in a year or two go far to fill the sugar requirements of the whole United States, and leave the production of the British West Indies, Mauritius, etc., again to find their natural outlet in the home markets. A hopeful feature from the refiners' point of view is the improving prospect of the sugar-bounties question being dealt with at an early date, as the great European powers are now giving clear indications of their desire to be done with the system. Even France, so long the stumbling block, is now showing herself voluntarily disposed to make certain concessions which, it is believed, may form the basis of an agreement with the other powers. The Brussels conference, adjourned two years ago, will probably meet again in the early spring, and its deliberations will be eagerly followed, not only by the trade, but by the community of Greenock, with whose prosperity sugar refining has for so long been so closely connected.

EXPORTS TO THE UNITED STATES.

The value of exports from this consular district to the United States during the year ended September 30, 1900, has increased over last year by $863,449.36, the total for 1899 being $4,347,428.03, while that for 1900 was $5,210,877.39. The most notable increases have occurred in—

Books	$10,618	Machinery and ironware	$25,159
Cotton goods	124,787	Muslins	34,077
Carpets, carpeting, and rugs	14,944	Paper and paper stock	38,123
Chemicals	32,990	Silk goods	37,468
Herrings	36,500	Steel	169,281
Hides and skins	48,613	Union goods	51,051
Iron	37,933	Wool	240,216

The following goods show a decrease:

Gum and paints	$5,357	Rags	$8,689
Hemp and jute goods	10,747	Thread	99,750
Lace curtains and nets	13,530	Whisky	11,739
Linen goods	3,415		

SHIPBUILDING ON THE CLYDE.

The Clyde has created a record in shipbuilding for 1900, the output being in excess of any former year. The number of vessels launched this year is 318, with a total tonnage of 492,609. Of this number, 68 were sailing vessels, with a tonnage of 11,851, and 250 steam vessels, with a tonnage of 480,758. The following table provides a comparison with former years:

	Tons.		Tons.		Tons.
1900	492,609	1886	172,440	1872	230,347
1899	491,074	1885	193,453	1871	196,229
1898	466,832	1884	296,854	1870	180,401
1897	340,037	1883	419,664	1869	192,310
1896	420,341	1882	391,934	1868	169,671
1895	360,152	1881	341,022	1867	108,024
1894	340,885	1880	241,114	1866	124,513
1893	280,160	1879	174,750	1865	153,932
1892	336,414	1878	222,363	1864	178,595
1891	326,475	1877	169,710	1863	123,252
1890	349,995	1876	174,824	1862	69,967
1889	335,201	1875	211,824	1861	66,801
1888	280,037	1874	262,430	1860	47,833
1887	185,362	1873	232,926	1859	35,709

The work on hand at the various yards on the Clyde indicates that next year will not show any falling off. There is, roughly speaking, 450,000 tons of work on hand—some 20,000 tons more than there was at this time last year. Of this work, Messrs. Beardmore & Co., Govan, have a large steamer on the stocks and two Castle-Union liners to lay down; the London and Glasgow Company, the first-class British cruisers *Monmouth* and *Cumberland*, each of 9,800 tons displacement and 22,000 indicated horsepower, and three steamers, each of 3,250 tons, for London owners. A. & J. Inglis, Pointhouse, have a big vessel about ready for launching and a paddle steamer hardly so far advanced. D. and W. Henderson & Co. have three large steamers on the stocks and the big Anchor Liner *Columbia*, which is to be only a little less than the *City of Rome*, to lay down. Messrs. Henderson are piling a new berth near the river on which the largest vessels can be built. At Fairfield, Government and other work make up a total of 38,200 tons and 79,250 indicated horsepower. Messrs. Barclay, Curle & Co. have a boat of about 6,000 tons ready for the water and two of perhaps 4,000 each in frame, while they, like Messrs. Beardmore, have a contract for two Castle-Union liners. Messrs. John Reid & Co. have a mid-sized vessel on the stocks, and Messrs. Ritchie, Graham & Milne are building two paddle steamers of about 1,500 tons, as well as a number of smaller vessels. At Messrs. Charles Connell & Co.'s yard, every berth is occupied, all the vessels being of good size. At Linthouse, Messrs. Alexander Stephen & Sons are building a steamer of 10,000 tons, another of 6,000, and a third of 4,500. At Clydebank, Messrs. John Brown & Co. are completing H. M. S. *Sutlej*, launched last year. They expect to launch H. M. S. *Bacchante* in February, and H. M. S. *Leviathan*, a duplicate of the *Terrible*, but of greater speed, probably in May. One of the big American liners is off the builders' hands, the second is in the basin fitting out, and the third and fourth will, it is expected, be launched in March and May, respectively. Besides, the firm has the county cruiser *Essex* and the destroyer *Arab* on hand. At Renfrew, Messrs. Simons & Co. are building five large dredgers for Russia and Japan, as well as a large quantity of general dredging machinery. Messrs. Fleming & Ferguson, Paisley, are building three vessels of 2,500 tons and 4,500 indicated horsepower, and Messrs. Scott & Sons, Bowling, two steamers of 360 tons. At Dumbarton, Messrs. William Denny & Bros. have on hand a twin-screw steamer of 7,800 tons for the colonies, three of 5,500 tons each for India, one of 5,000 tons, also for the East, and one of 3,000 tons for Australasia. In the neighboring yard of Messrs. McMillan & Son, there is work that will keep the firm busy for a year from now. Besides two large steamers for the Clan Line, they have several other good orders on hand. The prospects of a lengthy continuation of work in Dumbarton are thus extremely good.

In Port Glasgow, there is also an unusually large amount of work on hand. Messrs. Murdoch & Murray, whose fleet of foreign steamers has been completed, have only one berth occupied, but with this exception the yards are fully employed. The Clyde Shipbuilding Company has on hand four vessels of 6,000 tons, and also ten sets of engines and boilers. The firm is planning large additions to its engine shop, and in this department especially is very busy. Messrs. Russell & Co. have about 4,000 tons of new work. Messrs. Robert Duncan & Co. are building six steamers. Altogether forty-two vessels, of about 155,000 tons, are building in Port Glasgow.

In Greenock, Messrs. Scott & Co. are building six steamers, each of 2,150 tons, for the China Mutual Company; two of 1,000 each for Messrs. Denholm & Co., Greenock, and a steam yacht of 100 tons for a London owner. They have also received from the Admiralty a contract to supply engines of 15,000 indicated horsepower for a first-class twin-screw battle ship to be built at Chatham Dockyard. The Grangemouth and Greenock Company has at the Greenock yard five vessels of 9,050 tons, and Messrs. Caird & Co. have two steamers of 14,600 tons for the Peninsular and Oriental Company. Messrs. George Brown & Co., who are in the yard formerly occupied by Messrs. Taylor & Mitchell, are as yet doing repairs only. The Ardrossan Company are building two vessels of 310 tons; the Ailsa Company, Troon, four steamers of 3,920 tons; Messrs. S. McKnight & Co., Ayr, vessels to the extent of 1,200 tons; the Campbelltown Company, three steamers of 7,300 tons.

MARINE ENGINEERING.

Clyde engineers constructed during the year engines aggregating 447,428 indicated horsepower, as compared with 478,503 last year.

NEW DOCK AT CLYDEBANK.

This dock, the construction of which was authorized by Parliament in 1899, is situated on the north side of the river Clyde, in the burg of Clydebank, and about 4 miles below Glasgow Harbor.

The dock will be tidal, without gates, and will consist of a canting basin about 600 feet square, connected with the river by an entrance 200 feet wide, and a branch basin off the canting basin 1,700 feet in length by 220 feet in breadth at its junction with the canting basin and 200 feet in breadth at its remote end.

The water area will be 16¾ acres and the available quayage 1,806 linear yards.

The dock is to be devoted mainly to trade in minerals—that is to say, for the importation of iron ore, etc., and the exportation of coal.

It will be surrounded by ample quay space, in which will be laid down a complete system of rails connecting with the two principal Scottish railways, viz, the Caledonian and the North British railways. The quays will be provided with the most approved traveling cranes or other appliances for discharging ore from vessels, and with the latest form of hoists for loading coal. The work of construction was begun last summer.

GLASGOW CORPORATION TRAMWAYS.

The corporation of Glasgow is still engaged in converting the entire tramway system to overhead electric traction. The work is being rapidly pushed forward, in view of the opening of the Glasgow International Exhibition in May, 1901, by which date it is confidently anticipated that a large service of electric cars will be available at least on the routes leading to the exhibition. Over 30 miles of double track have already been renewed with 98-pound rails, and the remainder is being rapidly proceeded with. The overhead equipment for the whole system is practically complete. The ducts also are almost all finished, and the cables are being drawn through. The tramways department is building the most of the electric cars in its own workshops. By May next, about 400 will be ready for use.

The main generating station is being erected on a site purchased by the corporation. Two competing railway companies have access to the ground, which is bounded on one side by a canal from which water can be drawn. Unfortunately, the almost unprecedented wet weather has somewhat delayed the building operations; but, on the other hand, the steel framing, in anticipation of such a contingency, was designed of sufficient strength to support the roofs, which are already almost complete. The erection of the machinery is, therefore, being proceeded with, although the walls of the building are still incomplete. The building will measure 245 feet in length by 200 feet in width. There will be four main engines and generators of from 4,000 to 5,000 horsepower each. Two of these engines, supplied by the E. P. Allis Company, Milwaukee, are already on the ground; the other two are being supplied by Messrs. J. Musgrave & Sons, Bolton, England. The following are some of the other principal contracts in connection with the work:

MAIN GENERATING STATION.

Riter Conley Company, Pittsburg, U. S. A., constructional steel work.

Sir William Arrol & Co., Glasgow, constructional steel work.

British Thomson-Houston Company, generators.

Westinghouse Electric Company, Limited, London, switchboards.

Babcock & Wilcox Company, Limited, Glasgow, boilers and mechanical stokers.

Mirlees, Watson & Yaryan Company, Limited, Glasgow, coal and ash conveying plant, and surface condensers and pumps.

James Carrick & Sons, Edinburgh, cranes for coal handling.

Clayton Engineering Company, Limited, Manchester, overhead electrical cranes.

W. H. Allen, Son & Co., Bedford, exciter engines.

D. Stewart & Co., Limited, Glasgow, auxiliary engines.

Mechan & Sons, Glasgow, steel flues.

Hanna, Donald & Wilson, Paisley, water-storage tanks.

Clay Cross Company, Chesterfield, economizers.

G. & J. Weir, Glasgow, steam pumps.

Mavor & Coulson, Glasgow, water pumps.

Morton & Anderson, Glasgow, canal tunnel.

SUBSTATIONS.

Westinghouse Electric Company, Limited, transformers, rotary converters, and boosters.

MISCELLANEOUS.

National Conduit and Cable Company, Limited, cables.
Westinghouse Electric Company, Limited, motors and car equipments.
British Westinghouse Electric Company, Limited, car equipments.
J. G. Brill Company, Philadelphia, U. S. A., car trucks.
Lorain Steel Company, Pennsylvania, U. S. A., special track work.
McCartney, McElroy & Co., Limited, Glasgow, overhead construction.

Parliamentary powers have been obtained for further extensions of the tramway system in the city, and also for lines to several outlying places, including Tollcross, Shettleston, Cathcart, Rutherglen, and Paisley. The laying of these extensions will be carried out as soon as possible after the conversion of the present system.

Parliamentary powers are now being applied for to construct additional lines within the city, and also extensions to Cambuslang, Bishopbriggs, Clydebank, and Renfrew. These lines, if permission is given, will be constructed after the extensions already authorized are laid.

The corporation of Glasgow is aiming, by the aid of cheap tramways into the outlying districts and abnormally low fares within the city, to spread the industrial population over a greater area and so assist in solving the housing problem. In this connection, I might mention that Glasgow has taken the initiative in Scotland in the use of electricity for motor purposes.

SAMUEL M. TAYLOR, *Consul.*

GLASGOW, *December 27, 1900.*

WALES.

CARDIFF.

ADVANCE IN WAGES.

The statistics which I furnish demonstrate the unprecedented prosperity of the coal industry in this country. I am also able to report how the wages of the miners have advanced step by step till they have reached the highest figures ever known in this port. The questions which now agitate the public mind are whether the present prices are likely to continue, and whether the British industries and the miners benefit thereby. The latter question can easily be answered in the advances made from time to time throughout the Yorkshire and Midland districts, where wages are regulated by the great conciliation board. There was no urgent call made upon the coal owners to interfere with the arrangements which had just been made with their men up to January, 1901, but at a sign from the chairman of the men's section, they almost voluntarily summoned their coadjutors on the board to meet together, and agreed that the prospective 15 per cent possible during the coming year would be anticipated by 5 per cent in October, to be followed by 5 per cent in January and another 5 per cent on the first making-up day in February. Accountants have figured what the new bill would cost the employers in the federation districts. In this calculation, each rise of 5 per cent is said to mean an additional income of £82,000 ($399,000) per week, divided between 250,000 and 300,000 colliers and colliery workmen. The total for twelve months is estimated to mean about £4,000,000 ($19,466,000) for the benefit of the working people in and about the Midland Federation Collieries.

In regard to the South Wales coal field, the men, since the last audit award, enjoy advances in wages amounting to 58¾ per cent over the standard of 1879. This places wages throughout the South Wales collieries on a higher level than they ever have been.

At the northern coal fields, Durham, Northumberland, and Scotland, the wages of the men have increased by leaps and bounds. The first two are receiving advances in their wages amounting to from 50 to 60 per cent over the standard of 1879, with coal and house rent free, while in Scotland the colliery workmen are receiving no less than 100 per cent on the standard rates of 1888. Those old rates, it should be observed, were not among the highest colliery averages. The standard daily wage for all the skilled branches of the trade is estimated at 8s. ($1.95) for working days of eight hours.

Will the present prices and wages continue? This question can be answered only in an indirect way. The Welsh smokeless steam coal holds the key of the situation. Never before was its real value so plainly and universally demonstrated; but the price is exorbitant.

As to further advances in wages among the Welsh collieries, there is every prospect; as to what amount, no one is certain. Some predict that the men will receive double the amount that would have saved them and the country from the disastrous strike of two years ago. The coal owners themselves have, in issuing the new copies of the sliding scale, increased the radius up to 80 per cent above the standard. Whether that is the outside limit of the advances in their programme, can not be told. Many will not be surprised to see even this limit passed, for the reason that a large amount of the best Welsh coal, now under contract, is selling at 25s. ($6.08) per ton, while thousands of tons contracted for (not to be delivered for some time) will fetch 28s. ($6.81) per ton.

SAMPLES OF WELSH COALS TO AMERICA.

In compliance with the request of W. P. Rend, esq., of Chicago, I forwarded 13 samples of coal for test purposes. Since then, I find that Mr. Rend has come to England to investigate for himself. According to reports, he proposes to explode, by means of analytical tests, the British theory that American fuel is inferior in steam productiveness to the coals of Wales. His tests have been in progress in the laboratory of the University of West Virginia, and he is persuaded that they will substantiate the claim that American coal is at least equal in efficiency to that of any mines in the world.

I sincerely trust that Mr. Rend's statement may be confirmed by these analytical tests, and that his mission in this country will be crowned with success.

I have been assured by several captains that the Pocahontas coal is equal in every respect to the Welsh product. That being so, I can not see why the American coal can not successfully compete with British coal. I am heartily in accord with Mr. Rend in regard to the need of an American merchant-marine service. The following newspaper excerpt reports Mr. Rend as having made this observation:

> One has only to consider the fact that we are able to lay coal down at Cardiff, Wales, for less than $3 a ton, while the Welsh miners themselves can not afford to do it for less than $5.50, to understand that the competition has reached a point

where it leaves England altogether out. Our ability to avail ourselves of the most approved appliances and mining machinery, unsuited to the gaseous condition of the British soil, gives us a matchless advantage in the direction of cheapening the cost of production.

As far as our resources are concerned, the State of Illinois alone has coal enough buried beneath her hills and prairies to supply the furnaces and navies of all Europe. What is mainly needed to establish America's position as the world's miner is a merchant marine commensurate with our expanding needs. It is safe to say that the time is not far off when every great producing company in our country will operate its own fleet of ocean carriers.

"Carrying coals to Newcastle" is an aphorism which seems destined to be verified in the near future.

Amount of coal shipped, foreign and coastwise, for the six months ended June 30, 1900, as compared with the corresponding months of 1899.

	1899.	1900.	Increase.		Decrease.	
			Quantity.	Percentage.	Quantity.	Percentage.
United Kingdom:[1]	*Tons.*	*Tons.*	*Tons.*		*Tons.*	
Foreign	20,990,627	22,063,206	1,072,579	5.10	....	....
Bunkers	5,959,552	5,782,485	....	....	177,067	2.97
Cardiff:						
Foreign	7,400,921	6,965,419	....	....	435,502	5.88
Coastwise	1,120,357	1,174,350	53,993	4.81	....	....
Newport:						
Foreign	1,562,488	1,372,432	....	....	190,056	12.16
Coastwise	429,695	377,674	....	....	52,021	12.10
Swansea:						
Foreign	859,326	872,554	13,228	1.53	....	....
Coastwise	367,454	269,539	....	....	97,915	26.64
Llanelly:						
Foreign	81,359	96,155	14,796	18.18	....	....
Coastwise	42,725	32,901	....	....	9,824	22.99
Port Talbot:						
Foreign	....	138,487	....	....	....	....
Coastwise	....	93,185	....	....	....	....

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[1] The United Kingdom returns include coal, coke, and patent fuel.

FOREIGN AND COASTWISE SHIPMENTS.

The table below shows the total shipments of coal, foreign and coastwise, from Great Britain during the months of August, 1900, and August, 1899:

	Foreign.		Coastwise.	
	1900.	1899.	1900.	1899.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Cardiff	836,558	1,083,434	132,232	196,380
Newport	242,011	206,040	72,259	75,386
Swansea	169,654	153,588	38,621	53,398
Llanelly	19,133	17,428	7,244	6,296
Port Talbot	35,719	....	7,356	....
Newcastle	430,601	306,738	858,490	415,826
North Shields	7,092	83,958	....	....
South Shields	288,298	255,461	5,380	9,605
Sunderland	187,145	193,624	158,098	160,572
Goole	95,273	80,024	55,067	46,781
West Hartlepool	53,908	49,991	41,817	46,508
Blyth	253,516	232,777	19,465	15,622
Liverpool	60,774	37,164	91,455	93,965
Hull	211,764	192,257	46,286	19,097
Glasgow	108,606	90,912	42,166	....
Kirkcaldy	94,325	78,931	1,019	1,970
Whitehaven	....	317	22,155	26,638
Ayr	3,185	638	45,847	39,543
Grangemouth	129,617	159,963	530	....
Ardrossan	16,840	8,010	7,873	6,162
Troon	12,990	4,171	20,733	26,595
Stockton	156	114	....	....
Alloa	24,675	26,293	3,865	1,627

Foreign and coastwise shipments—Continued.

	Foreign.		Coastwise.	
	1900.	1899.	1900.	1899.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Amble	31,505	28,878	9,836	11,233
Methil	161,636	117,817	13,360	3,434
Middlesborough	3,063	3,551	....	215
Seaham	12,462	6,435	28,430	33,364
Grimsby	116,660	115,992	19,225	9,167
Greenock	6,614	2,613	1,663	....
Irvine	1,542	3,015	11,712	14,120
Borrowstounesss	67,573	56,072	3,810	4,056
Granton	16,422	12,048	....	115

CARDIFF RAILWAY COMPANY.

Statement showing the trade and registered tonnage cleared from the Bute docks in the year 1899.

DISCRIPTION.		
Imports:		
Iron ore	tons	825,548
Pig iron	do	4,741
Iron and ironwork	do	15,800
Timber (round and square)	loads	25,158
Deals and deal ends	do	109,684
Mining timber, pit props, and sleepers	do	71,008
Flooring boards and sundry wood	do	20,172
Pitwood	tons	438,515
Grain and flour	do	228,612
Potatoes	do	46,406
Bricks	do	1,282
General merchandise	do	243,576
Total imports		2,030,502
Exports:		
Coal and coke (including bunker coal)	tons	8,279,005
Patent fuel	do	435,278
Iron and steel rails	do	28,542
Iron, pig iron, spiegel, and other of like nature	do	4,224
Iron (sundry) and ironwork	do	70,941
Bricks	do	977
General merchandise	do	126,270
Total exports		8,945,237
Total imports and exports (together)		10,975,739

Registered tonnage.

	No. of vessels.	Tons.
Steam	6,613	4,164,809
Sailing	2,545	491,669
Total	9,158	4,656,478

BARRY RAILWAY COMPANY.

Statement showing the trade at and registered tonnage cleared from Barry docks in the year 1899.

Imports:	Tons.	Cwts.
Pitwood	156,007	7
Timber	41,664	10
Pit props	9,713	12

	Tons.	Cwts.
Imports—Continued.		
Coal	1,962	15
Potatoes	103	14
Silver sand	4,035	19
Iron, pig iron, spiegel, and other of like nature	1,902	1
Building material	31,693	10
General merchandise	4,969	13
Total imports	252,053	1
Exports:		
Coal and coke	7,223,669	9
Patent fuel	200	0
Timber	1,450	0
Rails	1,431	6
Silver sand	1,214	0
Iron, pig iron, spiegel, and other of like nature	149	0
Tin plates	213	11
General merchandise	8,937	7
Total exports	7,237,264	13
Total imports and exports	7,489,317	14

Registered tonnage.

	No. of vessels.	Tons.
Steam	2,994	3,541,413
Sailing	296	216,312
Total	3,290	3,757,725

Statement of the trade of Penarth dock and harbor for the year 1899.

VESSELS CLEARED.

	Number.	Registered tonnage.
Steam	2,427	1,621,158
Sailing	835	117,492
Total	3,262	1,738,650

	Tons.
Imports:	
Iron	5,720
Iron and ironwork	392
Sleepers	750
Flooring boards	16
Pit wood	1,739
Potatoes	229
Bricks	1,095
Pulp (wood)	30,483
Gas coal	23,146
General merchandise	37,995
Total	101,565
Exports:	
Coal and coke	3,368,255
Patent fuel	155
Iron and ironwork	262
General merchandise	956
Total	3,369,628
Total imports and exports	3,471,193

Registered imports of all free goods into the port of Cardiff during the year 1899.

Articles.	Quantity.
Animals:	
Oxen and bulls...number..	1,675
Cows...do....	649
Sheep and lambs...do....	1,337
Art (works of)...dollars..	896
Beef, fresh...cwt..	12,548
Books...do....	2
Margarin...do....	628
Cheese...do....	22,282
Chemicals, manufactures and products, n. o. e...dollars..	19,266
China ware...cwt..	149
Copper:	
Ore...tons..	281
Regulus...do....	1,523
Unwrought...do....	8
Manufactures of...dollars..	68
Cordage...do....	2,365
Cork:	
Unmanufactured...tons..	3
Manufactured...pounds..	894
Corn:	
Wheat...cwt..	2,535,600
Barley...do....	187,100
Oats...do....	68,200
Pease...do....	4,460
Beans...do....	54,400
Maize...do....	395,000
Buckwheat...do....	1,600
Wheat meal...do....	14,700
Cotton, manufactures n. o. e. dollars..	92
Dyestuffs:	
Extracts...do....	97
Indigo...cwt..	5
Madder...do....	76
Eggs...gt. hds..	87
Farinaceous substances...dollars..	1,737
Fish:	
Fresh, herrings...cwt..	3
Cured, sardines...do....	344
Cured, n. o. e...do....	25
Fruit:	
Raw—	
Apples...bushels..	15,252
Lemons...do....	761
Nuts...dollars..	7,679
Oranges...bushels..	22
Pears...do....	470
Plums...do....	60
N. o. e...do....	1,494
Dried...cwt..	31
Preserved without sugar...lbs..	14,000
Preserved in sugar...cwt..	31
Glass:	
Window...do....	10,597
Bottles...gross..	3.706
Manufactures, n. o. e...cwt..	489
Hay...tons..	2,855
Hemp, dressed or undressed...do....	5
Hops...cwt...	24
Iron·	
Ore...tons..	831,541
Old...do....	119
Steel, unwrought...do....	27
Manufactures—	
Sewing machines...dollars..	229
Girders...tons..	163
Machinery...dollars..	1,085
N. o. e...cwt..	3,412
Jute, manufactures...dollars..	24
Lard...cwt..	870
Lead, ore...tons..	27
Leather, boots...dozen pairs..	200
Linen, manufactures...dollars..	9
Manures:	
Bones...tons..	1
N. o. e...do....	359

Articles.	Quantity.
Matches, safety...gross..	2,525
Meat:	
Unenumerated, salted or fresh, cwt...	605
Preserved beef...cwt..	3
Metals, n. o. e.:	
Unwrought...tons..	3
Old...do....	8
Milk, condensed...cwt..	2,926
Moss litter...tons..	4,602
Musical instruments...dollars..	365
Mutton, fresh...cwt..	66,019
Oil:	
Train, etc...tun..	180
Olive...do....	156
Turpentine...cwt..	317
N. o. e...dollars..	1,801
Onions, raw...bushels..	117,469
Ores, n. o. e...tons..	4
Painters' colors...dollars..	13,563
Paper:	
Unprinted...cwt..	3,991
Strawboard...do....	100
Paper-making materials:	
Linen and cotton rags...tons..	101
Esparto...do....	1,827
Pulp of wood—	
Chemical...do....	5,136
Mechanical...do....	23,387
Other materials...do....	99
Petroleum:	
Illuminating...gallons..	2,565,345
Lubricating...do....	271,515
Pickles...do....	36,695
Plants...dollars..	1,625
Plated and gilt ware...do....	146
Potatoes...cwt..	612,022
Pyrites...tons..	1,310
Rice...cwt..	1,351
Rosin...do....	26,080
Seeds, n. o. e., for oil...quarters..	80
Skins, sheep, undressed...number..	9,800
Slates...do....	1,788,685
Stationery...dollars..	156
Stones...tons..	13,660
Straw...do....	1,148
Sugar:	
Refined—	
Lumps...cwt..	1,079
Other sorts...do....	3,762
Unrefined, beet root...do....	2,206
Glucose...do....	500
Tallow...do....	125
Tar...barrels..	2
Tin, ore of...tons..	33
Toys...dollars..	1,694
Vegetables...do....	16,139
Vinegar...gallons..	8
Wood:	
Hewn—	
Fir...loads..	687,046
Oak...do....	3,505
N. o. e...do....	4,322
Sawn—	
Fir...do....	189,717
N. o. e...do....	1,317
Staves...do....	65
Hard woods, n. o. e...tons..	4,057
House frames...dollars..	5,207
Zinc:	
Crude...tons..	45
Manufactures...cwt..	130
Goods:	
Unmanufactured, n. o. e. dollars..	14,858
Manufactured, n. o. e...do....	57,488

Registered imports of goods subject to duty into Cardiff during the year 1899.

Articles.	Quantity.
Beer...barrels..	63
Cocoa, prepared...pounds..	6,774
Coffee:	
Raw...cwt..	11
Roasted...pounds..	636
Currants...cwt..	8
Figs...do....	29
Plums, French...do....	332
Prunes...do....	363
Raisins...do....	8
Brandy...gallons..	8,562
Rum...do....	6
Imitation...do....	111
Geneva...do....	6,532
Spirits:	
Not sweetened...gallons..	124
Sweetened...do....	8
Not tested...do....	59
Perfumed...do....	87
Tea...pounds..	5,487
Cigars...do....	5,669
Cavendish...do....	863
Tobacco, other sorts...do....	216
Wine...gallons..	41,835

Registered exports of British and Irish goods, including bunker coal, from the port of Cardiff to all countries, during the year ended December 31, 1899.

Articles.	Quantity.
Alkali...cwt..	400
Animals (sheep)...number..	100
Apparel...value..	126
Gunpowder...pounds..	21,100
Firearms (small)...number..	1,046
Arms and ammunition, other sorts, value...	16,278
Bags...dozen..	57,100
Beer...barrels..	36
Biscuits...cwt..	28
Bleaching materials...do....	700
Books...do....	2
Brass...do....	49
Butter...do....	3
Candles...pounds..	15,100
Caoutchouc...dollars..	1,163
Carriages:	
Passenger...do....	12,195
Goods...do....	185,098
Cycles...do....	1,280
Other sorts...do....	7,286
Cement...tons..	261
Chemicals, dyestuffs, and sulphate of copper...dollars..	13,295
Clay...tons..	56
Coal...do....	13,805,088
Coke...do....	71,031
Patent fuel...do....	433,717
Coal products...value..	5,961
Cocoa...pounds..	500
Copper:	
Unwrought...cwt..	509
Manufactures and mixed...do....	1,323
Cordage...do....	2,191
Corn, all sorts...value..	25,165
Cotton:	
Yarn...pounds..	2,000
Piece goods...yards..	28,200
All other sorts...value..	10,833
Cutlery...do....	545
Earthenware and red pottery...do....	7,782
Electric-lighting apparatus...do....	12,624
Fish...do....	1,299
Flax and hemp...cwt..	40
Furniture...value..	1,168
Glass, all sorts...do....	2,120
Grease...cwt..	265
Haberdashery...value..	341
Hardware...cwt..	599
Implements, all sorts...value..	6,278
Instruments...value..	647
Iron:	
Pig, puddled, bar, angle, and wire...tons..	2,200
Railroad, all sorts...do....	6,875
All other sorts and steel manufactures...tons..	4,957
Steel, cast, bar, and sheet...do....	10,295
Jute, piece goods...yards..	57,300
Lead, all sorts...tons..	24
Leather:	
Unwrought...cwt..	13
Manufactures, other sorts...value..	253
Linen:	
Piece goods...yards..	22,800
All other sorts...value..	5,961
Machinery, all kinds...do....	156,200
Manure...tons..	335
Medicines...value..	1,198
Metals...do....	9,339
Musical instruments...do....	341
Oilcloth...yards..	300
Oil seed...tons..	12
Oil, other sorts...value..	5,699
Paint...do....	9,266
Paper, all sorts...cwt..	14
Pickles...value..	174
Prints...do....	63
Provisions, including meat...do....	6,477
Saddlery...do....	458
Salt...tons..	5
Ships and boats...gross tonnage..	724
Soap...cwt..	100
Spirits, British and Irish...gallons..	718
Stationery...value..	4,677
Stones and slates...do....	915
Sugar (refined)...cwt..	71
Telegraph wires and materials, value...	2,531
Tin...cwt..	114
Tobacco and snuff, all sorts...pounds..	319
Wood manufactures...value..	11,392
Woolen and worsted yarn...pounds..	100
Woolen fabrics...yards..	13,300
Woolen shawls, rugs, hoisery...value..	97
Zinc, unwrought and wrought...cwt..	585
All other articles...value..	49,604
Bunker coal and patent fuel...tons..	2,268,169

Registered exports of foreign and colonial merchandise from Cardiff during the year 1899.

FREE.

Articles.	Quantity.	Articles.	Quantity.
Beef, salted.....cwt..	21	Petroleum, illuminating.....galls..	120
Butter.....do...	17	Pitch.....cwt..	9
Coal, etc.....tons..	30	Pork, salted.....do...	25
Corn:		Potatoes.....do...	240
Wheat.....cwt..	33,300	Rice.....do...	946
Maize.....do...	400	Sponges.....pounds..	16
Meal, unrated.....do...	8,750	Sugar:	
Drugs, unrated.....dollars..	472	Refined, in lumps, etc.....cwt...	171
Fruit, dried.....cwt..	2	Refined, other sorts.....do...	644
Iron manufactures:		Unrefined, cane.....do...	14
Tires and axles.....do...	5,834	Tallow and stearin.....do...	48
Machinery.....dollars..	160	Tar.....barrels..	5
Unrated.....cwt..	121	Tin, in blocks, etc.....cwt..	201
Jute manufactures.....dollars..	603	Toys.....dollars..	19
Linen manufactures.....do...	243	Wood:	
Meat, preserved, not salted:		Hewn—	
Beef.....cwt..	6	Fir.....loads..	1
Mutton.....do...	2	Oak.....do...	4
Other sorts.....do...	1	Teak.....do...	1
Milk, condensed.....do...	2	Sawn—	
Oil:		Fir.....do...	74
Olive.....tun..	1	Unrated.....do...	23
Turpentine.....cwt..	14	House frames.....dollars..	29
Onions.....bushels..	152	Woolen manufactures, unrated.do...	112
Paper, printed.....cwt..	3	Goods manufactured.....do...	949

DUTIABLE.

Articles.	Quantity.	Articles.	Quantity.
Coffee.....cwt..	9	Spirits:	
Currants.....do...	2	Rum.....proof gallons..	45
Ether, sulphuric.....gallons..	3	Geneva.....do...	1
Juice of limes, etc.....do...	36	Tea.....pounds..	161
Raisins.....cwt..	1	Tobacco.....do...	37
Spirits:		Wine.....gallons..	18
Brandy.....proof gallons..	20		

THE TIN-PLATE INDUSTRY.

The condition of the tin-plate workers has greatly improved during the present year. In fact, there is quite a boom in this line of business, and the augury for the future appears brighter than for many years. The following returns from the board of trade are decidedly suggestive:

EXPORT OF TIN PLATES (FIVE MONTHS ENDING AUGUST).

Country.	1899.			1900.		
	Quantity.	Value.		Quantity.	Value.	
		English money..	United States currency.		English money.	United States currency.
	Tons.			*Tons.*		
Russia	19,429	£222,344	$1,082,037	18,127	£235,991	$1,148,450
Germany	17,393	211,890	1,031,163	13,519	202,747	986,668
Holland	8,860	114,704	558,207	10,761	155,646	757,451
France	8,709	102,786	500,208	17,905	228,328	1,111,150
Portugal, etc	3,067	32,813	159,684	4,297	60,260	293,255
Italy	1,807	23,691	115,292	2,517	41,920	204,004
Roumania	4,012	44,926	218,632	1,638	21,507	104,664
United States	36,271	400,827	1,950,625	39,251	528,659	2,572,719
Brazil	3,796	46,196	224,813	3,235	55,119	268,237
Argentine Republic	2,028	23,434	114,042	3,455	54,579	265,609
British East Indies	8,929	107,252	521,942	15,278	238,377	1,160,062
Australasia	7,429	87,635	426,476	15,454	249,029	1,211,900
Canada	10,589	118,266	575,541	11,506	175,899	856,012
Other countries	27,351	337,908	1,244,429	28,628	450,077	2,190,300
Total	159,670	1,874,672	9,123,091	185,571	2,698,138	13,130,489

BLACK PLATES FOR TINNING (EIGHT MONTHS ENDED AUGUST 31).

Country.	1899.			1900.		
	Quantity.	Value.		Quantity.	Value.	
		English money.	United States currency.		English money.	United States currency.
	Tons.			*Tons.*		
Russia	25,617	£237,001	$1,153,365	11,512	£120,278	$585,333
Germany	9,945	98,887	481,234	9,812	98,409	478,907
United States	1,360	13,282	64,637	741	7,942	38,893
Other countries	23,237	221,277	1,076,845	24,870	269,114	1,309,643
Total	60,159	570,447	2,776,081	46,935	495,743	2,412,776

General.

In conclusion, I beg to state that there are no changes in currency values or rates of exchange, tariff rates or custom rules, port regulations or wharfage dues, so far as this port is concerned. There are no laws or regulations at this port discriminating against American vessels; no changes in patent, copyright, or trade-mark laws. The postal rates, domestic and foreign, are the same as in years past. Improvements in harbor facilities are contemplated, and the new Cardiff railroad is making rapid progress. It is premature to report these enterprising movements. On account of its alertness, thrift, industry, and enterprising spirit, Cardiff deserves to be recognized not only as the metropolis but as the Chicago of Wales. It is one of the best customers of the United States. Sewing machines, cash registers, and other ingenious inventions and instruments of American manufacture are found here by the thousands. These reach Cardiff via Liverpool and Bristol.

The time seems ripe for a more direct communication between this busy, bustling town and American ports.

DANIEL T. PHILLIPS, *Consul.*

CARDIFF, *September 24, 1900.*

SHIPPING AT CARDIFF.

Supplementary to my report dated September 24, 1900, I herewith append further particulars of the export of coal, iron, coke, and patent fuel from the various Welsh ports for the year 1900. The figures are compiled from Broune's Export List. They show a decline of 477,665 tons of coal for the year, the coal exports last year from Cardiff being 13,461,027 tons.

COAL EXPORTS FROM WELSH PORTS IN LAST TEN YEARS.

The progress of the coal trade from Welsh ports will be seen from the following summary of the exports in each year since 1890:

Years.	Cardiff.	Newport.	Swansea.	Llanelly.
	Tons.	*Tons.*	*Tons.*	*Tons.*
1891	9,962,863	1,794,083	964,125	148,490
1892	10,345,920	1,826,544	953,915	138,086
1893	9,835,937	1,869,932	940,135	130,807
1894	11,187,861	2,562,889	1,023,556	167,563
1895	11,067,403	2,428,308	1,175,419	178,589
1896	11,605,314	2,574,416	1,177,886	187,537
1897	12,116,100	2,783,804	1,354,868	173,443
1898	8,818,433	1,714,368	1,423,780	179,613
1899	13,938,692	2,938,654	1,676,763	179,804
1900	13,461,027	2,779,013	1,859,747	208,271

COASTWISE SHIPMENTS.

The next table gives the shipments coastwise from the South Wales ports for the past ten years:

Years.	Cardiff.	Newport.	Swansea.	Llanelly.
	Tons.	*Tons.*	*Tons.*	*Tons.*
1891	1,298,545	990,919	621,625	60,458
1892	1,485,797	1,143,849	679,465	49,813
1893	1,575,490	1,103,957	685,674	55,596
1894	1,769,628	1,132,154	737,322	74,544
1895	1,725,978	984,546	619,062	71,422
1896	1,879,553	1,058,609	614,592	83,962
1897	2,243,181	988,833	645,872	66,069
1898	1,467,880	654,362	507,865	73,668
1899	2,337,915	891,066	696,883	77,996
1900	2,243,772	770,343	507,325	68,939

Daniel T. Phillips, *Consul.*

Cardiff, *January 21, 1901.*

SWANSEA.

The trade of Swansea has increased 30 per cent during the last three years. This, according to a statement issued by the harbor authorities, is a growth which no other port in the Kingdom can rival or even equal.

The estimated value of the imports and exports in 1899 is upward of £12,000,000 ($58,400,000). Taking the total trade for the preceding year, the figures disclose an increase of 10.9 per cent. The imports show practically no change, but the export trade has improved by 391,012 tons, or more than ever previously in the history of the port.

COAL AND COKE.

The shipments of coal and coke have increased during the past few years by a little over a million tons.

The port still maintains the premier position in the export of patent fuel or briquettes, and the shipments last year increased by 84,278 tons. The total shipments were 506,819 tons in excess of those of any other two ports in the Bristol Channel combined. The export of coal and patent fuel to France last year exceeded 1,000,000 tons. The following appeared in one of the local newspapers on the 20th instant:

HUGE FUEL CONTRACT FOR SWANSEA.

The Swansea patent-fuel trade has of late expanded, and that this expansion is likely to continue may be judged from the fact that La Société Commerciale et d'Affrètements of Paris, agents for the French Government, have just placed an order for no less than 50,000 tons Graigola patent fuel for delivery over the ensuing twelve months. The previous contract was for less than half the amount.

I may add that the aforementioned contract is made with one firm only.

TIN PLATES.

The tin-plate trade for the past year was very good, and the increased shipments were 40,000 tons. Practically every continental country has advanced its demand for Welsh tin plates. The shipments of this article to the Far East show a falling off of 10,000 tons, but during 1899, United States buyers increased their purchases via this port from 22,932 to 30,046 tons. At the present time, the state of this trade is doubtful, owing to the arrival here of large consignments of American steel bars, and manufacturers here are reducing their output.

The following cutting, under the heading of "The tin-plate trade," appeared in one of the newspapers of this town on the 19th instant:

The steel works, chiefly located in Glamorganshire where tin bars are manufactured, are seriously threatened. The introduction of American tin bars for tin-plate making is now an accomplished fact. Some 4,000 of these tin bars are to be unshipped at Swansea, and it is understood that another 6,000 tons will speedily follow. American tin bars are also imported at Newport. If the importation continues, many of the Welsh steel works will have to close down. It was surmised that the Standard Oil Company had something to do with the matter some time ago, and that the importation of American tin bars at low prices was the means adopted to bring down prices of Welsh tin plates supplied to that company. It is said that the import of tin bars to Wales is to be suspended, and that instead of subsidizing tin bars sent to Wales, something of the kind is to be done in America, and in this way the Standard Oil Company is to be supplied with its tin plates at a basis price of 13s. 6d. ($3.28) per box. Whatever truth there may be in the rumor, the serious fact remains that the most experienced of Welsh steel makers look upon the immediate future of this trade with considerable misgiving.

Equally serious is the position of the tin-plate trade. The Masters' Association agreed to the suggestion first made by Mr. T. Phillips,[1] of the Tin and Sheet Millmen, to guarantee the payment of the list of 1874 up to June, 1901. But for this guarantee, there is no doubt that the Masters' Association would by now be seeking reductions from the men. At various places, on account of the low prices of plates, mills are being closed down.

This new trade of importing steel bars is causing quite a stir in the market here, and at least four large tin works in the district are using American steel.

---

[1] Mr. Phillips is the secretary of the Tinworkers' Union.

COMMERCE.

The following tables show the relative values of the imports and exports during the year ended December 31, 1899:

IMPORTS.

	English money.	United States currency.
Gas coal, tar, and pitch	£71,041	$345,721
Copper, silver, lead, tin, and nickel	3,017,675	14,685,515
Zinc, its ores, etc	253,921	1,235,707
Iron ore	132,549	645,050
Iron, steel, pig iron, etc	437,118	2,127,235
Timber	171,049	832,410
Slates and limestone	61,957	301,514
Sulphur ore, phosphates, and salt	160,770	782,387
Flour, grain, and fruit	938,640	4,567,892
Oils and tallow	112,260	546,313
Miscellaneous	200,000	973,300
Total	5,556,980	27,043,044

EXPORTS.

	English money.	United States currency.
Coal and coke	£1,479,011	$7,197,607
Patent fuel (briquets)	316,761	1,541,517
Copper, zinc, and silver	1,382,699	6,728,905
Iron, steel, and castings	296,307	1,441,978
Tin plates and black plates	2,628,575	12,791,960
Timber	3,322	16,167
Bricks and fire clay	36,037	175,374
Alkali and arsenic	306,801	1,493,047
Potatoes and flour	65,317	317,865
Esparto, bark, wool, etc	39,310	191,302
Sundries	85,265	414,942
Total	6,639,405	32,310,664
Total value of imports and exports	12,196,385	59,353,708

Appended is a list of the countries traded with:

	Imports.	Exports.	Total, 1899.	Total trade, 1898.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Russia	17,265	118,911	136,176	126,149
Sweden, Norway, and Denmark	18,460	129,665	148,125	114,014
Germany, Holland, and Belgium	29,552	279,533	309,085	223,721
Channel Islands	115	34,256	34,371	31,049
France	55,415	1,046,388	1,101,803	1,009,920
Portugal	6,918	16,060	22,978	21,653
Gibraltar, Malta, and Madeira	112	3,250	3,362	1,998
Spain	173,390	70,140	243,530	246,742
Italy	13,852	371,357	385,209	328,603
Austria, Greece, and Roumania	7,365	39,784	47,149	50,653
Algeria, Turkey, Egypt, and Morocco	18,497	159,196	177,693	129,235
Cape of Good Hope and East and West Africa	20,987	23,669	44,656	59,972
Straits Settlements, China, and Japan	16,344	12,532	28,876	28,006
North America	81,031	235,203	316,234	286,387
West Indies		1,758	1,758	1,298
South America	40,196	57,000	97,196	99,187
Australia		2,065	2,065	13,335
Foreign	499,499	2,600,762	3,100,261	2,772,822
Coastwise	316,801	539,601	856,402	794,610
Total	816,300	3,140,363	3,956,663	3,567,232

It is evident from the foregoing statistics that the growth of the trade of the port has been substantial, and that a still greater increase is anticipated may be seen from the fact that the Swansea Harbor authorities have already decided upon a site on which to construct another large dock, at an estimated value of at least $5,000,000.

GRIFFITH W. PREES, *Consul*.

SWANSEA, *October 27, 1900*.

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